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KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after NOVEMBER 1st, 1932, until Further Notice (all previous Time Tables cancelled).

UP TRAINS											
STATIONS	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
Kowloon Dep.	6.25	6.15	6.05	5.55	5.45	5.35	5.25	5.15	5.05	4.55	4.45
Yau Ma Tei Dep.	6.33	6.23	6.13	6.03	5.53	5.43	5.33	5.23	5.13	5.03	4.53
Shatin Dep.	6.45	6.35	6.25	6.15	6.05	5.55	5.45	5.35	5.25	5.15	5.05
Tai Po Dep.	6.50	6.40	6.30	6.20	6.10	6.00	5.50	5.40	5.30	5.20	5.10
Tai Po Market Dep.	7.04	6.54	6.44	6.34	6.24	6.14	6.04	5.54	5.44	5.34	5.24
Fanning Dep.	7.15	7.05	6.55	6.45	6.35	6.25	6.15	6.05	5.55	5.45	5.35
Shuanghui Dep.	7.20	7.10	7.00	6.50	6.40	6.30	6.20	6.10	6.00	5.50	5.40
Shumshu Dep.	7.25	7.15	7.05	6.55	6.45	6.35	6.25	6.15	6.05	5.55	5.45
Canton Arr.	11.25	11.15	11.05	10.55	10.45	10.35	10.25	10.15	10.05	9.55	9.45

DOWN TRAINS											
STATIONS	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
Canton Dep.	8.00	7.50	7.40	7.30	7.20	7.10	7.00	6.50	6.40	6.30	6.20
Shumshu Dep.	8.05	7.55	7.45	7.35	7.25	7.15	7.05	6.55	6.45	6.35	6.25
Shuanghui Dep.	8.10	8.00	7.50	7.40	7.30	7.20	7.10	7.00	6.50	6.40	6.30
Fanning Dep.	8.15	8.05	7.55	7.45	7.35	7.25	7.15	7.05	6.55	6.45	6.35
Tai Po Market Dep.	8.20	8.10	8.00	7.50	7.40	7.30	7.20	7.10	7.00	6.50	6.40
Tai Po Dep.	8.25	8.15	8.05	7.55	7.45	7.35	7.25	7.15	7.05	6.55	6.45
Shatin Dep.	8.30	8.20	8.10	8.00	7.50	7.40	7.30	7.20	7.10	7.00	6.50
Yau Ma Tei Dep.	8.35	8.25	8.15	8.05	7.55	7.45	7.35	7.25	7.15	7.05	6.55
Kowloon Arr.	11.25	11.15	11.05	10.55	10.45	10.35	10.25	10.15	10.05	9.55	9.45

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Manager.

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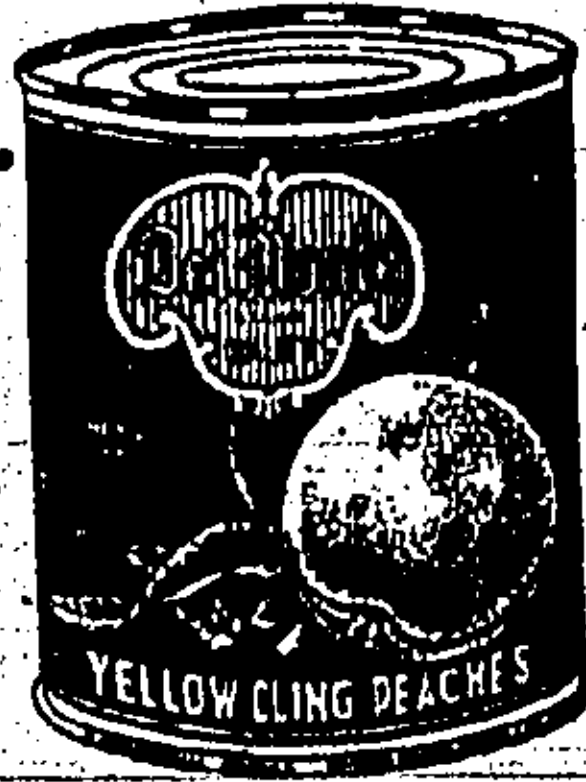
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FRANCE AND WAR DEBT PAYMENTS

HOOVER BLAMED FOR PRESENT POSITION

(THROUGH REUTER'S AGENCY.)

PARIS, Nov. 29.

THE government has informed the Chamber that it will submit the question of the American debt payment to the Chamber before reaching a decision, but a foretaste of the House's temper was given when the party leaders M. Marin and Franklin Bouillon, also M. Malvy, president of the Finance Commission, stressed that France must not pay while Germany is not paying, thanks to Mr. Hoover.

SINO-JAPANESE DISPUTE

TOKYO'S INSTRUCTIONS TO GENEVA DELEGATION

(THROUGH REUTER'S AGENCY.)

TOKYO, Nov. 29.

THE Foreign Office has telegraphically instructed the Japanese delegation at Geneva to attend the Committee of Nations and the Assembly meetings.

ALL QUIET AT GENEVA

SINO-JAPANESE DISPUTE SHELVED FOR A WEEK

(THROUGH REUTER'S AGENCY.)

GENEVA, Nov. 28.

A LULL has now settled down upon Geneva, the Sino-Japanese dispute having been shelved for a week.

The Manchurian quarrel will not crop up again until next Tuesday when the debate on the Lytton Report will begin in the Assembly.

It is being strongly urged that American and Soviet support should be secured at this stage and it is believed that America, if satisfied with the affirmations in the debate, will not object to becoming associated with the work of the Commission, which would be in the nature of conciliatory procedure under Paragraph Three of Article Fifteen of the League Covenant, with the object of reaching an agreed settlement.

Paragraph Three.

Paragraph Three reads: "The Council (or Assembly) shall endeavor to effect a settlement of the dispute and, if such efforts are successful, a statement shall be made public giving such facts and explanations regarding the dispute and the terms of settlement thereof as the Council (or Assembly) may deem appropriate."

If after a given period (sixty days is mentioned) these efforts fail, then other methods will be resorted to and Paragraph Four of the same Article will probably operate.

Paragraph Four.

Paragraph Four reads: "If the dispute is not thus settled, the Council (or Assembly), either unanimously or by a majority vote shall make and publish a report containing a statement of the facts of the dispute and the recommendations which are deemed just and proper in regard thereto."

If this course is adopted, and a report and recommendations are drafted, as seems to be very likely, it would be hazardous to predict what would happen after that.

The League Council has adjourned to Monday next so that, apart from the meeting of the Commission on Thursday, the week is likely to be very quiet.

(Further cable news will be found on page 5.)

IN ICE HOUSE STREET TODAY

BUILDERS NO BROKERS

Once the residents of the above street, the House Street today presents a scene of desolation. At the Des Vaux Road end of the street, the new building owned by the National and Commercial Saving Bank is being put up, while the premises lately occupied by Messrs. Williams Powell's and by the Hong Kong Sharebrokers' Association have been demolished.

On the latter site, the Hong Kong Exchange are to have a modern building, which will not only house the Exchange but will also provide office accommodation for members of the Exchange.

Across the road, the Hong Kong Sharebrokers' Association will soon be under construction. This will be on the site vacated by the Taang Fook Piano Company. In this new building, the Sharebrokers' Association will be housed and it is understood that all the rooms in the proposed building will be taken up by sharebrokers.

For the present, the members of the Sharebrokers' Association are using a part of the old premises of the National City Bank. By an arrangement with the Hong Kong Stock Exchange, the meetings of the Sharebrokers' Association, will, as from tomorrow, be held at the basement of Exchange Building, but the place in Queen's Road will be maintained as it has proved to be a very convenient meeting place not only for brokers, but also for clients who would like to know the latest news on the financial.

Settlement Day.

Yesterday was November Settlement day, and although the settlement itself was not very large, it is reported that the turnover was quite big and that no hitch of any kind occurred. The settlement was concluded long before banking hours ended.

The December Settlement, from all accounts, promises to be a big one, and it is learned from a reliable source that quite an active market is predicted for the three weeks preceding the Christmas Holidays.

EXCHANGE

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DINNER

The Melodian TRIO

playing an excellent selection of music every day.

"FLYING THE PIGEON"

WOMAN WHO INTERFERED WITH COURSE OF LAW

HEAVY FINE IMPOSED

The sequel to the case, in which a woman named Lau Sam was charged with conspiring to defeat the ends of justice by preventing a witness named Leung Shui Chuen from giving evidence, was heard at the Central Police Court yesterday, when the defendant was fined \$200 or in default, two months' imprisonment.

A second charge of procuring the false imprisonment of Leung Shui Chuen was withdrawn by the prosecuting officer, Sergeant Fitch, after discussion with the Magistrate. Mr. P. Sin who appeared for the defendant, entered a plea of guilty and asked that a fine be imposed to meet her office.

The charge against the accused was in connection with the case in which Man Fook, an oyster dealer, and Lo Look Kwu, a married woman, were charged with conspiring to defraud a timber merchant named Leung of \$500 by means of the trick familiarly known as "flying the white pigeon."

A girl, who, it is said was an innocent decoy, used by gangsters to defraud the timber dealer who was seeking a concubine, surprised the Court on Monday by declaring that despite the proceedings she was still willing to marry him.

Before passing sentence on the defendant the Magistrate remarked he did not think she realized the gravity of what she had done.

Mr. Sin explained that the woman was very ignorant, and that the police were not pressing the case unduly against her, but were anxious to find the other three men who were the principal offenders. Mr. Sin added that the woman had already spent two weeks in prison, which in itself, had acted as a lesson.

His Worship acquiesced and imposed a fine as previously stated.

DIARY OF LOCAL EVENTS

TODAY

(November 30).

St. Andrew's Day.

Sport.

Hockey.—Mamuk. Tournaments Royal Signals v. 20th Battery Indian Indians (Sookunpo); 4.15 p.m.; Friendly matches, Hongkong Hockey Club seniors v. H.M.S. Medway (U.S.R.O.), 5 p.m.

Theatres.

Queen's: "Viennese Nights."

King's: "The Vanishing Frontier."

Central: "Good Night Vienna."

(Marina), 4 p.m.; R.A.S.C. v. Kow Star: "Is Everybody Happy?"

World: "Red Butterfly" (Chinese Film).

Oriental: "Trader Horn."

Miscellaneous.

Licensing Sessions will be held in the Council Chamber at 3 p.m.

Lammer's Auctions, Noon.

Principal Mails.

Inward:—Shanghai by Djomed Japan, by Tientsin, Calcutta, and Straits, by Tientsin, and Manila by Empire of Russia, Shanghai and Swatow by Shantung.

Siberia, 10.30 a.m., Saigon by Borneo 5 p.m.

Outward:—Shanghai, Japan, Honolulu, U.S.A., Canada, Central and South America and Europe via San Francisco by Chichibu Maru.

Letters 8.30 a.m., Straits, Ceylon, India, E. and S. Africa, Egypt and Europe via Messageries, K.P.O., Reg. 1 p.m., letters 1 p.m. G.P.O.

Reg. 1.45 p.m., letters 2.30 p.m., Shanghai, Japan and Europe via Siberia, 3.30 a.m.

THURSDAY

(December 1).

Theatres.

Central: "Good Night Vienna."

Queen's: "Viennese Nights."

King's: "The Vanishing Frontier."

Star: "Is Everybody Happy?"

World: "A Infatuation."

Majestic: "My 8th Men."

Dances.

Ten Dances.—At Hongkong Hotel, King's Restaurant, and Gloucester Building.

Dinner.—Dances.—At Hongkong, Peninsula and Republics Hotel, King's Restaurant, and Gloucester Building.

XMAS & NEW YEAR HAMPERS

We beg to notify Customers that Assorted Hampers suitable for the Festive Season may be obtained from us at the following Reduced Rates:—

No. 1 HAMPER—\$55.

- | | |
|--|------------------------------------|
| 1 Qt. Moet & Chandon Dry Imperial Champagne. | 1 Qt. Super-Tawny Port. |
| 1 Ft. G.F. Peppermint. | 2 Qts. St. Julien Claret. |
| 1 Ft. D.O.M. | 1 Qt. Old Brown Sherry, Black Seal |
| 1 Qt. Martell's * * * Brandy. | 1 Qt. Puritan Old Tom or Dry Gin. |
| 2 Qts. King George IV Gold Label or Perfection Whisky. | 1 Qt. Burgoyne's Burgundy. |
| | 1 Phial Pomeranian Bitters. |

No. 2 HAMPER—\$45.

- | | |
|--|-----------------------------------|
| 1 Qt. Guillemet Champagne. | 2 Qts. Tawny Dry Port. |
| 1 Ft. D.O.M. | 2 Qts. St. Julien Claret. |
| 1 Qt. Burgoyne's Burgundy. | 1 Qt. Puritan Old Tom or Dry Gin. |
| 1 Qt. Martell's * * * Brandy. | 1 Qt. Vio de Porto Sherry. |
| 2 Qts. King George IV Gold Label or Perfection Whisky. | 1 Phial Pomeranian Bitters. |

No. 3 HAMPER—\$40.

- | | |
|--|-----------------------------------|
| 1 Qt. Burgoyne's Burgundy. | 1 Qt. Tower Brand Brandy. |
| 1 Ft. G.F. Peppermint. | 1 Qt. Amontillado Sherry. |
| 1 Ft. D.O.M. | 1 Qt. Puritan Old Tom or Dry Gin. |
| 2 Qts. Superior Rich Old Port. | 2 Qts. Medoc Claret. |
| 2 Qts. King George IV Gold Label or Perfection Whisky. | 1 Phial Pomeranian Bitters. |

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6th
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AIRWAYS AND AVIATION.

AERO ENGINES OF THE FUTURE

HEAVY OIL MAY BE USED

SAFER AND MORE
ECONOMICAL

The report that a heavy-oil engine of 1,000 h.p. is to be constructed in Germany for use on the airship Graf Zeppelin is extremely interesting. Engines which run on heavy oil are commonly spoken of generically as Diesel engines, writes Major F. A. de V. Robertson in the *Manchester Guardian*. It is better to describe them, as our Air Ministry does, as compression-ignition engines, or "C.I." for short. In these engines there are no carburetors, magnetos, or sparking plugs, and to that extent the construction of the engine is simplified. For marine engines or for engines used in land transport the weight/power ratio is not of first importance. In aero engines it is very important indeed. Consequently search has been made for metal alloys which will give a satisfactory combination of strength and lightness, and experts believe that the drawback of undue weight will shortly be overcome.

Improved Efficiency.

In addition to its simplicity, the "C.I." engine offers other advantages over the petrol engine. It gives improved thermal efficiency, and therefore a smaller consumption of fuel per horse-power per hour, which means a longer range of flight for a given weight of fuel. This increase in range amounts to as much as 25 to 30 per cent. Moreover, the heavy oil is cheap, costing only about one-fifth of an equal weight of petrol. Finally, there is no practical risk of fire. A petrol blaze has been extinguished by pouring heavy oil fuel upon it.

Benefits in Airships.

Airship captains were among the first to demand "C.I." engines. They were even willing to tolerate an increase in weight provided they did not have to carry petrol in a ship filled with hydrogen. All fires on airships in flight have been traced to petrol. The ill-fated airship R 101 (which did not catch fire in the air, but after striking the ground) was driven by five Beardmore 585-h.p. "C.I." Tornado engines. It was originally intended that each of these should give 700 h.p., but they did not work out according to expectations, and they had to be either rejected or accepted at a lower power output.

The Rolls Royce firm has been at work on two "C.I." engines. One engine is a 650-h.p. Condor converted to run on heavy oil, on this fuel developing 600 h.p. It remains on the Air Ministry "Part publication" list, which means that no details of its working may be published. Nothing can yet be said about the other experiment.

In their last report the Aeronautical Research Committee wrote that the data accumulated since 1921 led them to the conclusion that there is no basic reason for supposing that sufficiently light "C.I." engines cannot eventually be produced. They believe that the two-stroke "C.I." engine holds out the greatest possibilities, and they mention that the Air Ministry has arranged for the construction of an experimental engine of this sort, which will be installed at the works of Messrs. Ricardo and Co. for investigation.

In Italy and U.S.A.

Other countries have meanwhile been busy on the same problem. In Italy the Fiat company has

LAST OF THE WAR TIME PLANES

DETAILS OF THEIR
SUCCESSORS

London, Oct. 25.

The last of the "war-time" aircraft has disappeared, after nearly fourteen years, from the flying equipment of the Royal Air Force. An official statement shows that No. 6 (Bomber) Squadron, stationed at Ismailia, Egypt, has received its final batch of new Fairey "Gordon" day bombing biplanes in place of the famous old Bristol Fighters.

In its day the Fighter was king of the air. A robust two-seater biplane, its comparatively high speed, powers of quick and easy control and formidable armament raised it at once to a supreme position among all of the types of fighting aircraft that battled above the western front in the latter stages of the world war. Driven by a single 250 h.p. "Falcon" motor it reached a maximum speed of 125 m.p.h., climbed to 15,000 feet in 21 minutes, and on one load of fuel could remain aloft for 21 hours—equivalent to a range in still air of 230 miles. Fully laden, it weighed 2,800 pounds.

By contrast the "Gordon," which is the latest version of the well-tried 3F biplane, is driven by a motor of 535 h.p. and can fly at a maximum speed of around 150 m.p.h. But the difference in performance is far larger than this figure indicates. The "Gordon" not only holds the air for much lengthier periods on one fuel-load but also carries a much heavier load, including armament, wireless gear, camera and all of the other equipment demanded by the multifarious duties imposed on the "general purpose" craft employed in the British Service. Actually, each "Gordon" weighs with full load on board 6,000 pounds, or more than twice the weight of the Fighters that were employed in the war.

Since the war the Fighter has been modified from time to time to meet modern needs, and the machines now displaced were heavier and more efficient than the first of the family. But their day is over, though many a war-time pilot will regret the passing of a famous name from the list of aircraft flown by the Royal Air Force.

been building crude-oil engines for marine work, for locomotives, and for industrial purposes since 1907. In 1930 an aeroplane was flown at the aerial pageant at Rome with a Fiat "C.I." engine. In this case the company did not design a special engine for the purpose, but converted a standard petrol engine. In its new form it developed from 180 to 220 h.p. Its consumption of fuel under standard load was about 0.42 lb. per h.p./hour.

In the United States also remarkable success has been attained by the Packard "C.I." 225-h.p. engine. This engine has been installed in several different types of aeroplane, and on May 26, 1931, a Bellanca Pacemaker monoplane equipped with it established a world's duration record by flying for 84 hours 33 minutes round Jacksonville, Florida, without refuelling. The pilots on landing had sufficient fuel in their tanks to have kept them up for another 81 hours, which would have brought their total flying time up to 85 hours. It was estimated that a petrol engine of the same power would only have kept them flying for 82 hours.

(Continued on next column.)

ENGLAND- AUSTRALIA AIRWAY

AIR MAIL SERVICE IN 1933?

London, Oct. 2.

Negotiations for the establishment of an England-Australia airway—the subject of discussion ever since the first flight between the two countries in 1919—have at last reached a point where Colonel Sheldermine, Director of Civil Aviation in this country, is able to express a "confident hope" that an air mail service to Australia will begin regular operation next year.

He indicated that Imperial Airways would probably extend their service by co-operation with an Indian company from Karachi to Singapore, and that the rest of the eastern section would be undertaken by Australian interests. Port Darwin, which has seen the beginning or the end of many flights between England and Australia, is envisaged as the radial point for services connecting the main Empire trunk line with the chief cities of the Commonwealth.

World's Longest Air-Line.

Thus the way to the inauguration of the world's longest air line—and, because of the route it follows, potentially far the most important—discussions are going forward daily in London, Delhi and at government and air line headquarters in Australia. Still to be announced is the reply of the Australian authorities to the offer of the Dutch to extend their service to the Netherlands East Indies as far as Australia, though it is hoped that the idea of "all-Emire" operation will not be jeopardised.

The attitude of the Indian government, which has invariably asserted its right to control all air line traffic in India, upset earlier negotiations for the extension of the present England-India mail and passenger service to Calcutta and beyond, but Colonel Sheldermine's statement shows that a way round the difficulty has been invented. Meanwhile, British constructors are going ahead with the building of special high-speed mail-carrying aircraft which could easily operate a regular service all the way from London to Sydney and Melbourne in a week, should a "mail only" service be decided on to supplement the passenger traffic. Even if the present policy of carrying mails and passengers together in the same machines be continued, however, the airway will still offer immense saving of time over the swiftest steamship. And a point to remember in criticising the British air line craft on the score of speed is that the present fleet of Imperial Airways, including the new monoplanes ordered for the African routes, shows an average cruising speed considerably higher than that of any other European air transport company.

AIR-MINDED SPORTSMEN

SPEEDWAY RIDERS TO FLY
TO AUSTRALIA

Flying to a sports fixture is the new fashion which has been set by some of the members of an English football team, and their lead in air-mindedness is likely to be followed by other sportsmen. An England team of speedway riders is to visit Australia this winter, and at least one of them is making arrangements to travel there by air. This rider, a representative of one

CARDIFF-BRISTOL AIR FERRY

REGULAR SERVICE THIS
WINTER

As the result of trial flights made during the summer, it has been decided to continue throughout the winter a regular air ferry service between Bristol and Cardiff. This service is now operating twice daily in either direction and appears to be meeting a public need. The geographical relation of the two cities makes such a service valuable.

A train journey by way of the Severn Tunnel occupies an hour and five minutes; the road journey through Gloucester takes about four hours; the flight between the two airports is a matter of 15 minutes, and road connections at either end make the duration of the total journey from the centre of one city to the centre of the other only 35 minutes. The service works to a fixed schedule and is aiming at absolute punctuality. The ferry leaves Bristol at 10.45 a.m. and 2.45 p.m., and leaves Cardiff at 11.15 a.m. and 3.15 p.m. The single fare is 12s. 6d. and the return 22s. 6d.

The aeroplane used for the service is a Fox Moth cabin machine which has normally accommodation for three passengers, but which, on short flights, can take four. The demand for places on some services during the summer made it necessary to put an extra machine into commission.

£400 AIR TRIP

MALAYA-LONDON AND BACK
IN THREE WEEKS

Kuala Lumpur, Nov. 8.

For the first time in the history of Malaya a resident of this country is to go to England and back in three weeks.

This pioneer of rapid travel is Mr. Benjamin Talalla, the well-known Kuala Lumpur business man, who will leave Alor Star by the Dutch air mail next Saturday morning and arrive in London on Nov. 20 or 21.

He will spend three days in the metropolis before boarding another air liner and reaching Alor Star again on Dec. 3, making a total of 21 days.

This journey will cost about £400. Mr. Talalla states that he is making it for urgent business reasons.

A few Malayan residents have either travelled to England by air or returned by air, but Mr. Talalla will be the first to travel both ways by this route.

There is much interest here in Mr. Talalla's adventure, which has made people realise more than they have ever done before how the Dutch airways have shortened the distance between Malaya and Europe.

of London's dirt track speedways, is primarily going to Australia to break motor cycling records and to meet the Dominion riders in friendly-coolest, but he is also planning, to add zest to his flight, an attempt on the existing flying record from Britain to Australia.

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and read the

Hong Kong Daily Press,

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W.
ON 355 METRES

11 to 11.30 a.m.—Stock and exchange quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme of Columbia records.
1 p.m.—Local time and weather report.

1.15 p.m.—A relay of the Hong Kong Hotel Orchestra by courtesy of the Management. (During the intervals recorded music will be broadcast from the Studio).

1.30 p.m.—Rugby Press news, etc.
2.15 p.m.—Closé down.
5 to 7 p.m.—Chinese programme.
6 to 6.30 p.m.—Children's concert.
7 to 10.30 p.m.—European programme.
7 to 9 p.m.—A programme of Columbia records.
7 to 8 p.m.—

Musical Comedy and Light Opera.

"The Three Musketeers"—Vocal Gems (Wodehouse, Grey and Friml)—Columbia Light Opera Co. DX56.
"The Windmill Man"—Selection (Publishers, Holles & Co.).—Court Symphony Orchestra.—823.
"Bow Bells"—Vocal Gems (Carter, Stevier, Sullivan and Hamilton).

"Hold My Hand"—Vocal Gems (Carter and Guy).—Columbia Light Opera Co.—DX302.
"The Desert Song"—Selection (Rouberg).—Debiroy Somers Band.—9290.

"Helen"—Vocal Gems (Offenbach, Herbert).—Columbia Light Opera Co.—DX331.

"The Land of Smiles"—Selection (Lehar).—London Theatre Orchestra.—DX322.

"The Belle of New York"—Vocal Gems (Morton and Kerker).—Columbia Light Opera Co.—1923.

8 p.m.—Local time and weather report.

8.00 to 8.35 p.m.—

Band and Orchestral Music.

"Wedgwood Blue" (Ketelbey).
"The Clock and the Drosden Figures" (Ketelbey).—Albert W. Ketelbey's Concert Orchestra.—DX27.

"Orpheus"—Ballet (Gluck).—Orchestra Symphonique (of Paris).—DX60.

"The Holly Robbers"—Overture (Suppe).—The B.B.C. Wireless Military Band.—DX298.

"The Merry Brothers" (Gennin).

"Echoes of the Valley" (Gennin).—Sir Dan Godfrey conducting the Bournemouth Municipal Orchestra.—9291.

8.35 to 9 p.m.—Symphony No. 4 ("Italian") in a Major (Mendelssohn)—Sir Hamilton Harty conducting the Halle Orchestra.—DX342/DX344.

9 to 9.30 p.m.—

From the Studio.

Selections by The Harmonians.
9.30 to 10.30 p.m.—A programme of Columbia records.

9.30 to 10 p.m.—

Operatic.

"La Boheme"—Selection (Puccini, arr. Gauwin).—New Queen's Hall Light Orchestra.—1907.

"Aida"—Selection (Verdi, arr. Tavan).—New Queen's Hall Light Orchestra.—9301.

"La Tosca"—Selection (Puccini, arr. Tavan).—New Queen's Hall Light Orchestra.—9305.

10 to 10.30 p.m.—

Variety.

Song—"Don't Say Forever".—Lucienne Boyer (Soprano).—DB917.

Vocal Duet—"The Clouds Will Soon Roll By".—Layton and Johnstone.—DB920.

Organ Solo—"It Was So Beautiful".—Quentin M. Maclean.—DB904.

Song—"Paradise".—Peggy Wood (Soprano).—DB904.

Song—"Wine and Water".—Harry Dearth (Baritone).—DB913.

Song—"When You're in My Arms".—Lucienne Boyer (Soprano).—DB917.

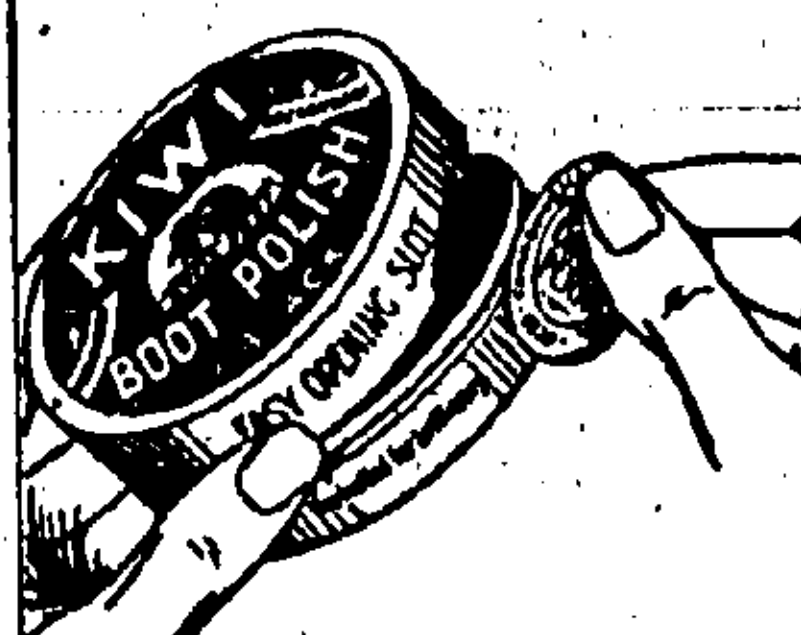
Vocal Duet—"Just Another Love Affair".—Layton and Johnstone.—DB920.

Song—"Roses at Dawning".—Peggy Wood (Soprano).—DB904.

Song—"Why Shouldn't I?".—Harry Dearth (Baritone).—DB913.

10.30 p.m.—Rugby Press news.
10.35 p.m.—Closé down.
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MONEY AND MARKETS

HONG KONG STOCK MARKET

YESTERDAY'S OFFICIAL QUOTATIONS

The Settlement, which was really a small one, went off without any incident. At the short session this afternoon there were no important movements, quotations remaining more or less on the same level as yesterday.

Sales.

Union Insurances, \$512.
China Lights (Old), \$14.60.
Govt. Loans, 2 1/2 per cent. Prem.

Buyers.

Union Insurances, \$510.
Underwriters, \$21.
Douglases, \$21.
Union Waterboats, \$21.
Raubs, \$10.60.
Venz: Goldfields, \$4.20.
Providents (New), \$1.05.
Star Ferries, \$2.
China Lights (Old), \$14.40.
H.K. Electric, \$7.61.
Macao Electric, \$29.
Entertainments, \$13.
Constructions (New), \$1.40.
Govt. Loans, 2 1/2 per cent. Prem.

Sellers.

Hong Kong Rentals, \$2.
Hong Kong Trans, \$21.10.
Cements (Combined), \$12.85.
Agriculturals, \$10.
Wallace Harpers, \$10.

RUSSIAN CRUDE OIL PRODUCTION

STILL DECLINING.

Paris.—Oil production continues to fall in Russia. Output for August at 1,700,000 tons was lower than July by 1.4 per cent. Only 75 per cent. of the plan was carried out. Output for eight months was 14,070,000 tons, against planned output for the year of 27,400,000. There was a deficit of 3,594,000 tons August 31.

"Ekonomicheskii Jizn" of Sept. 8 states: "Production of the chief oil trusts steadily declines from day to day." Bakufeld produced 32,000 tons Sept. 1, but a week later the daily figure fell to 31,280. Grozny figures were worse. Output for the same dates fell from 21,106 tons to 19,058.

Moscow is uneasy about the oil industry. It fears that last year's total of 22,300,000 tons will not be attained. The chief causes are stated to be bad living conditions for workers, unsatisfactory supply of material indispensable for development of the industry, and "weak technical direction."

Council of Labour and Defense has decided to adopt extraordinary measures in effort to increase oil output, and severe instructions have been sent to manufacturers of oil-well equipment. Opening of new wells is held up by failure to deliver equipment. Millions of roubles have been assigned to improve living conditions.

LONDON STOCK EXCHANGE

(THROUGH REUTERS' AGENCY.)

London, Nov. 29.

Very dull, but the chief weakness is in gilt-edged securities.

	Last Price.	To-day's Price.
Burmah Oil	63/9	63/1 1/2
Anglo-Persian Oil	46/3	45/7 1/2
Mexican Eagle	7/3	7/3
Royal Dutch	£18-1/4	£18
Coats	40/-	45/9
Daily Mail Trust	34/-	34/3
Imperial Chemical	24/1 1/2	23/9
Imperial Tobacco	94/0	94/6
Guinness	80/-	79/0
Distillers	53/0	53/6
General Electric	40/-	40/-
Electric Musical		
Industries	13/3	12/3
Turner & Newall	22/0	22/3
Unilever	31/6	30/6
Vickers	6/6	6/7 1/2
Woolworth	69/-	70/3
Ford Motors	21/6	20/-
Dunlop Rubber	19/-	18/9
Chartered	18/3	18/3
London Tin	9/-	9/-
Burma, Corp.	10/3	10/-
Anglo-Dutch	10/-	10/-
International		
Nickel	\$12 1/2	\$12
Hydro-Electric	\$10	\$9 1/2
Brazilian Traction	\$12 1/2	\$12 1/2
International Holdings	\$1 1/2	\$1 1/2
"Shell" Transport and Trand. Ord. (Bearer)	48/0	48/1 1/2
Contaualds	31/3	31/-
International Tea Stores	29/10 1/2	29/7 1/2
Everready	28/3	28/1 1/2
Pinehin Johnson	28/6	28/-
Pekin Syndicate	1/0	1/0

LONDON EXCHANGE RATES

(BRITISH WIRELESS SERVICE.)

Rugby, Nov. 28.

Paris	81 5/16
New York	3.18 7/32
Montreal	3.78 1/2
Brussels	21.07 1/2
Geneva	16.64 1/2
Berlin	13.37 1/2
Amsterdam	7.01 1/2
Milan	62 1/2
Stockholm	18.35 1/2
Copenhagen	19.20
Oslo	19.35
Vienna	28 nom.
Prague	107 1/2
Helsingfors	92 1/2
Madrid	30 1/32
Lisbon	105 1/2
Athens	580
Bucharest	545
Belgrade	240
Rio	53 nom.
Buenos Aires	Nominal
Montevideo	30 nom.
Bombay	1/0 13/64
Shanghai	1/9 1/2
Hong Kong	1/4 1/2
Yokohama	1/3 1/2
Silver (Spot)	17 13/16
Silver (Forward)	17 1/2

EXCHANGE

CLOSING QUOTATIONS.

November 29, 1932.

On LONDON:—	
Telegraphic Transfer	1/4 1/2
Bank Bills, on demand	1/4 1/2
Bank Bills, 4 months	1/4 1/2
Credit, 4 months	1/4 1/2
Credit, 6 months	1/4 1/2
On NEW YORK:—	
Bank Bills, on demand	21 1/2
Credit, 60 days' sight	22 1/2
On PARIS:—	
Bank Bills, on demand	640
Credit, 4 months' sight	580
On BOMBAY:—	
Telegraphic Transfer	68 1/2
Bank, on demand	68 1/2
On CALCUTTA:—	
Telegraphic Transfer	68 1/2
Bank, on demand	68 1/2
On SHANGHAI:—	
Bank, at sight	70
On YOKOHAMA:—	
On demand	103 1/2
On HANKOW:—	
On demand	42 1/2
On SINGAPORE:—	
On demand	57 1/2
On BATAVIA:—	
On demand	53 1/2
On HAIKOW:—	
On demand	54 1/2
On SINGAPORE:—	
On demand	138 1/2
Sovereigns, Bank's Buying Rate	1/4 1/2
BAS SILVER, ONE OUNCE	17 13/16

RUSSIAN STAMPS

ISSUED MAINLY AS PROPAGANDA

Moscow, Nov. 7.—An exhibition of postage stamps has been opened here by the Commissariat of Communications in connection with the celebration of the fifteenth anniversary of the October Revolution. It is the first All-Union exhibition of its kind and aims at showing the postage stamp as a weapon of propaganda in addition to its representing a payment for service. The exhibition contains stamps which unfold with remarkable completeness the story of the revolution.

NEW YORK STOCK EXCHANGE

A.O.F.C. QUOTATIONS

(REUTERS' AMERICAN SERVICE.)

New York, November 29

Dow Jones Averages:	High—1932	Low: Nov. 28	Nov. 28	Change
30 Industrials	88.78	41.22	58.89	58.17 38 up
20 Rails	41.30	13.22	26.47	26.41 36 down
20 Utilities	36.11	16.53	27.00	26.78 24 down
40 Bonds	83.28	66.78	77.71	77.68 33 down

E. A. Pierce and Co. Report. The market undertone remains fairly firm, but it has not yet been conclusively shown that last week's indicated resistance levels will hold.

Business Done: 800,000 shares.

1932	Div. \$	PER. SH.	LAST SALE	Nov. 28	Nov. 29
62 1/2	3 1/2	3.00	Air Reduction	55 1/2	55 1/2
67 1/2	4 1/2	6.00	Allied Chemical & Dye	70 1/2	70 1/2
73 1/2	2 1/2	4.00	American Can	51 1/2	51 1/2
137 1/2	7 1/2	9.00	American Tel. & Tel.	104 1/2	104 1/2
89 1/2	4 1/2	5.00	American Tobacco "B"	60 1/2	60 1/2
18 1/2	3	—	Anaconda Copper Mining	8 1/2	8 1/2
161 1/2	28 1/2	4.00	Auburn	42 1/2	42 1/2
43 1/2	2 1/2	2.00	Borden Company	23 1/2	23 1/2
20 1/2	7 1/2	—	Canadian Pacific	13 1/2	13 1/2
91 1/2	5	1.00	Chrysler Motors	50 1/2	50 1/2
68 1/2	3 1/2	4.00	Consolidated Gas of N.Y.	33 1/2	33 1/2
57 1/2	23	4.00	Drugs, Inc.	35 1/2	35 1/2
50 1/2	2 1/2	2.00	Du Pont de Nemours	51 1/2	51 1/2
87 1/2	3 1/2	3.00	Eastman Kodak	91 1/2	91 1/2
45 1/2	5	0 1/2	Electric Bond & Share	21 1/2	21 1/2
28 1/2	2 1/2	0.40	General Electric	16 1/2	16 1/2
40 1/2	10 1/2	2.00	General Foods	23 1/2	23 1/2
24 1/2	7 1/2	2.00	General Motors	13 1/2	13 1/2
32 1/2	10 1/2	1.00	Gillette Safety	17 1/2	17 1/2
14 1/2	3 1/2	1.20	International Harvester	9 1/2	9 1/2
66 1/2	3 1/2	4.00	International Tel. & Tel.	6 1/2	6 1/2
36 1/2	13 1/2	3.00	Liggett & Myers "B"	53 1/2	53 1/2
10 1/2	3 1/2	—	Loew's Inc.	22 1/2	22 1/2
40 1/2	2 1/2	2.80	Montgomery Ward	19 1/2	19 1/2
37 1/2	16 1/2	2.00	National Biscuit	37 1/2	37 1/2
23 1/2	6 1/2	—	Pennsylvania Railway	13 1/2	13 1/2
19 1/2	2 1/2	—	Radio Corp.	5 1/2	5 1/2
37 1/2	9 1/2	—	Sears Roebuck	18 1/2	18 1/2
37 1/2	19 1/2	1.00	Standard Oil Co. of New Jersey	30 1/2	30 1/2
12 1/2	5 1/2	0.40	Socony Vacuum Corp.	7 1/2	7 1/2
36 1/2	16 1/2	1.20	Union Carbide & Carbon	22 1/2	22 1/2
94 1/2	28	6.00	Union Pacific	67 1/2	67 1/2
52 1/2	21 1/2	—	United States Steel	32 1/2	32 1/2
43 1/2	16 1/2	—	Westinghouse E. & M.	25 1/2	25 1/2

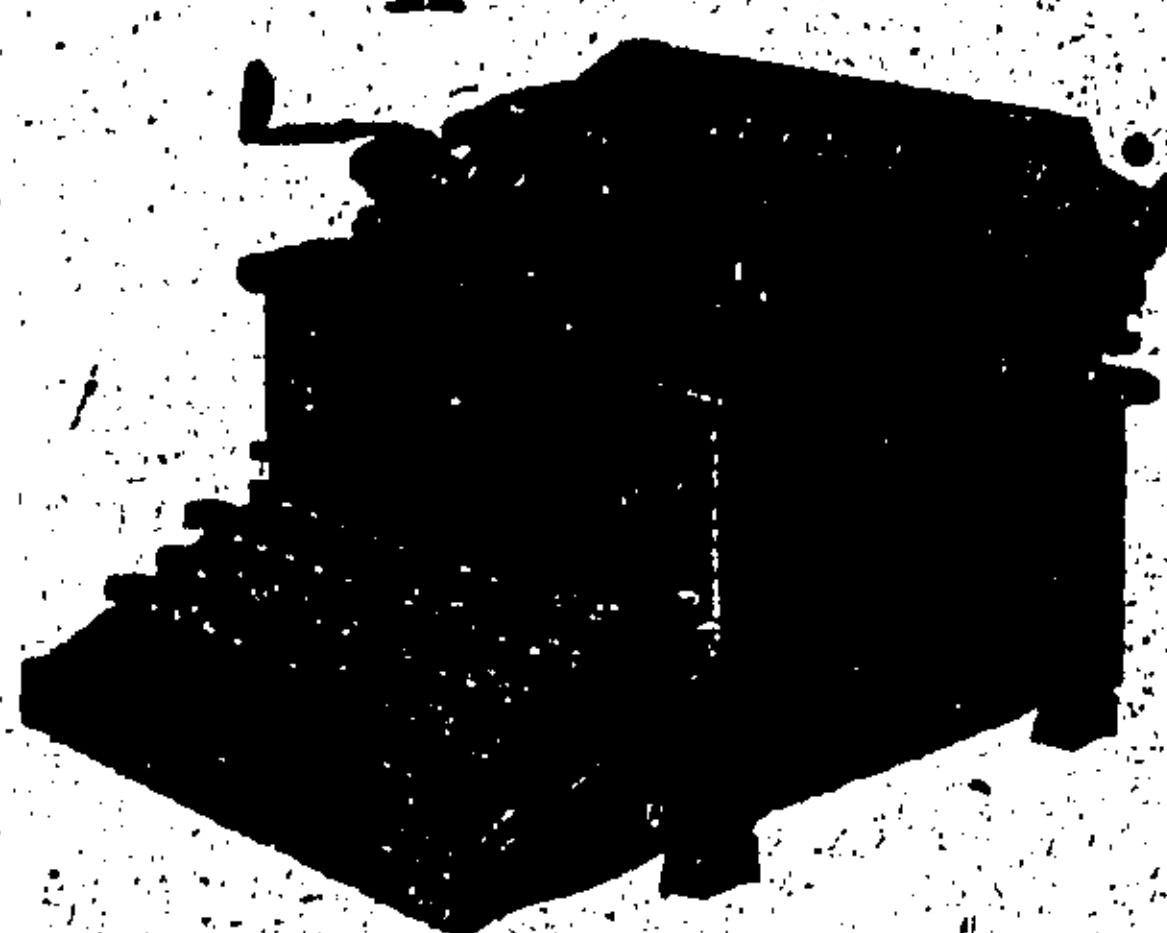
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Auctioneers.

For further particulars apply to—

Messrs. JOHNSON STOKES &

MASTER,

Prince's Building,

Solicitors for the Mortgagees

or to

Messrs. LAMBERT BROS.,

The Auctioneers,

4, Duddell Street

PUBLIC AUCTION.

THE Undersigned have received
Instructions

To Sell BY

PUBLIC AUCTION

ON

TUESDAY, 13, DEC. 1932

COMMENCING AT 9.30 A.M.

At KOWLOON NAVAL DEPOT

OLD AND SURPLUS

VICTUALLING STORES

Comprising—

Clothing, Blankets, Serge, Duck

and other Remnants, Electro Plate,

Cutlery, Hardware and Table Linen.

On View from MONDAY,

the 12TH DECEMBER, 1932.

TERMS—CASH ON DELIVERY.

LAMBERT BROS.,

AUCTIONEERS.

LAMBERTS AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received
Instructions

To Sell BY

PUBLIC AUCTION

ON

SATURDAY, DEC. 3, 1932

COMMENCING AT 10.30 A.M.

At Their SALES ROOM,

DUNDRELL STREET

1 Case Mohair Plush

1 Bale Leather

1 Bale Cotton Yarn

1 Case Overcoatings

1 Case Wool Twills

1 Case Gabardine

15 Pcs. Cotton Sateen Drills

6 Pcs. Artificial Silk piece goods

40 Dzs. Felt Hat

24 Cases Evaporated Milk

2 Pcs. White Shirting

and

A QUANTITY OF

MISCELLANEOUS GOODS

Comprising—

Photographic Paper and Plates,

Awabi, Canned Pineapples, Heins

Oven Bake Beans, Wellington Knife

Polish, Sugar, Medicine, Cassia

Lignea, Cotton/Singlets, Socks, Bat-

teries, Tooth Paste, Aniline Dyes,

Noedles, Toilet Soap, Brass Pins,

Cutlery, Shovels, Hand Vices, Wire

Pliers, etc., etc.

TERMS—CASH ON DELIVERY.

LAMBERT BROS.

AUCTIONEERS.

PUBLIC AUCTION.

THE Undersigned have received
Instructions

To Sell BY

PUBLIC AUCTION

ON

FRIDAY, DEC. 2, 1932

COMMENCING AT 2.30 P.M.

At Their SALES ROOM,

DUNDRELL STREET

A QUANTITY OF

VALUABLE HOUSEHOLD

FURNITURE

Comprising—

Teak Hutstands, Chesterfield

Couches and Armchairs, Dressing

Tables Wardrobes with Bevelled

Mirrors, Chest of Drawers, Side-

CENTRAL THEATRE

ADVANCE BOOKING AT
ANDERSON'S

TO-DAY ONLY
At 2.30, 5.15, 7.15 & 9.30 P.M.

A NEW TYPE OF PICTURE
(WITH SOUND & MUSIC)

THE PICTURE IS SO UN-
USUAL SO UNIQUE, SO
THRILLING, SO SPECT-
ACULAR, SO GRIPPING
THAT WE URGE YOU TO
SEE IT.



Breathless Thrills!
Featuring Gustav Diesel,
Loni Riefenstahl, Ernst
Petersen and Ernst Udet.
Directed by
**Dr. Arnold Frank and
G. W. Pabst.**
A Universal Picture.

SHOWING TO-MORROW

THE SURPRISE PICTURE
OF THE YEAR!



**The WANT ADS
SAVE YOU
TIME**

TO-DAY AT THE
CINEMA.
HONG KONG.

King's.
"Vanishing Frontier."
Queen's.
"Viennese Nights."
Central.
"White Hell of Pitz Palu."
Oriental.
"Humanity."

KOWLOON.

Star.
"Is Everybody Happy."

COMING.

King's.
"Movie Crazy."
Queen's.
"Transgression."
"Huddle."
"Bachelor Apartments."
Central.
"What Price Hollywood."
Star.
"Our Modern Maidens."
"Sins of Madelon Claudet."
"Lady Refuses."
World.
"Red Butterfly" (ep. 4) (Chinese picture).
"Tell England."
Oriental.
"Oh, For A Man!"
"Resurrection."

CANTON CINEMAS

Wing Hen Theatre.
"Love Me to-night."
Pearl Theatre.
"Grock."
Southern Palace.
"Dreams."
Sun Kwok Man.
"Disorderly Conduct."

SHOWING
TO-DAY

At 2.30, 5.10,
7.15 & 9.30 P.M.



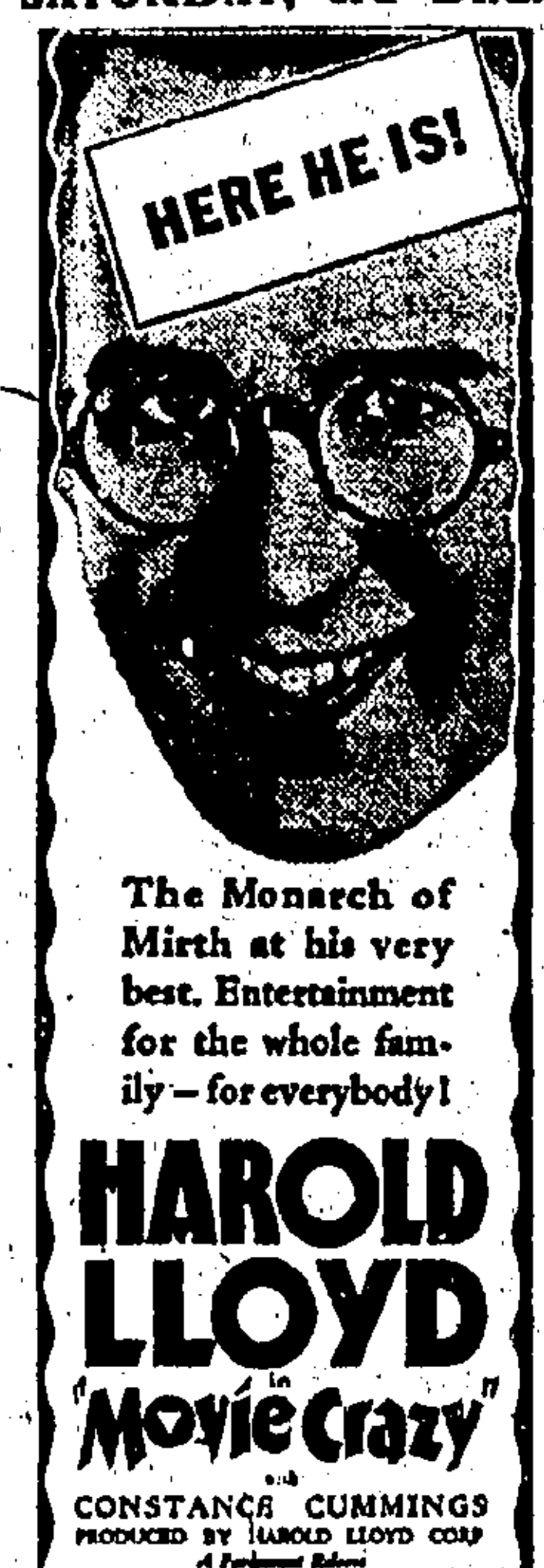
A MAN'S MAN
and no woman could
resist him!

Watch this Mex-
ican Robin Hood
save the day for the
poor. Then watch
him save the evening
for the senorita
who adored him!

**JOHNNY MACK
BROWN**

**in "THE
VANISHING
FRONTIER"**
WITH
EVALYN KNAPP
ZASU PITTS • RAYMOND HATTON
A Paramount Release

NEXT CHANGE
SATURDAY, 3rd DEC.



HERE HE IS!

The Monarch of
Mirth at his very
best. Entertainment
for the whole fam-
ily—for everybody!

**HAROLD
LLOYD**
"Movie Crazy"

CONSTANCE CUMMINGS
PRODUCED BY LUCAS LLOYD COOP

MOVIE NEWS

Pictures In Hong Kong

"VIENNESE NIGHTS"

BEER AS A "PROPERTY"

A trade notice states:—
Near-beer satisfies the camera if
not the consumer. Five hundred
gallons of it were used by Warner
Brothers during the filming of
"Viennese Nights," the Romberg
and Hammerstein original screen
romance which is now playing at
the Queen's Theatre.
It adds ocular reality to "Vien-
nese Nights" since those who ought
to know say that no night in the
city on the Danube is complete
without at least one stein of beer.
Glass steins holding nearly a
quart each were supplied at one
time or another during the produc-
tion to the hundreds of people tak-
ing part.

The glugging noises of the effe-
rescent contents of several steins
close under the microphone was in
one scene sufficient to necessitate a
retake.

Walter Pidgeon, Vivienne Segal,
Alexander Gray, Jean Hersholt,
Bert Roach, June Pursell and
Louise Fazenda are in the cast.
Alan Crosland directed.

**"THE WHITE HELL
OF PITZ PALU"**

NOW SHOWING AT THE
CENTRAL

One of the greatest war ac-
ces, Ernst Udet, performs daring loops
and nose dives 12,000 feet up in the
Alps mountains in Universal's ex-
traordinary human drama, "The
White Hell of Pitz Palu," now
showing at the Central Theatre.
Udet ranks next to Baron von
Richthofen as the greatest ace of
the war on the German side.

How he rescued three human
beings from death in the moun-
tains forms the amazing climax
of the picture. A cast of distinguish-
(Continued at foot of next column)

"THE VANISHING
FRONTIER"

TWO HUNDRED STAR
RIDERS

Business and pleasure is com-
bined for a group of about 200
Hollywood extras.

They're the fellows who ride
horses in mass formation in pic-
tures such as "The Vanishing
Frontier," a story of the Old West,
now showing at the King's Theatre.

Their skill on horses brings them
returns in cash. But it also brings
them returns in pleasure, for most
of them are graduates of the range
in the south-west, and would rather
spend their time in the saddle than
anywhere else they can think of.

All are experts—and have to be.
For they're called upon for ex-
tremely hazardous work. In "The
Vanishing Frontier," for example,
they ride in formation at terrific
speed through precipitous canyons,
across rock-studded valleys, up and
down hills.

Johnny Mack Brown is starred
and Evalyn Knapp, Zasu Pitts,
Raymond Hatton and J. Farrell
MacDonald have featured roles in
"The Vanishing Frontier," set in
California in the days before or-
ganization of civil government,
when a harsh martial law was en-
forced. Brown is in the role of
a native, who, infuriated at the
injustices of the rule by force, or-
ganized a sort of Robin Hood to
prey upon the rich for the benefit
of the oppressed.

ed European players, including
Loni Riefenstahl, Gustav Diesel,
and Ernst Petersen, enact the
gripping human drama of man in
battle with power of the nature.
Dr. Arnold Frank, noted director
and alpinist, wrote the story and
directed, assisted by G. W. Pabst.

"TRANSGRESSION"

STIRRING DRAMA FOR
QUEEN'S

A trade notice states:—

He knew that she had deceived
him—that her heart had wavered
from strict loyalty and that it had
stood poised for one short moment
in the keeping of another man.
Yet he had faith in her—the faith
that moves mountains and knows no
ill of womankind.

And so he refused to believe that
she had wronged him, or that it
was wrong for her to even momen-
tarily love another.

He forgave her with his whole
soul.

This is the stirring dramatic
situation which Kay Francis and
Paul Cavanagh enact in Radio
Pictures' "Transgression," showing
on Friday at the Queen's Theatre.

The film is a dramatic thunder-
bolt of conflicting passions of a
woman thrust suddenly into the
whirlpool of giddy society and
tempted by a new love.
Herbert Brenon who directed the
picture from the novel by Kate
Jorda, has filmed an entertaining
and dramatic story of a woman and
the loyalty and understanding of
her husband.

Others in the cast are Ricardo
Cortez, Nanette O'Neill, Adrienne
D'Ambrosio, John St. Polis and
William Welch.

COLMAN—A RUMOUR

Ronald Colman, says old Dame
Rumour, is planning retirement
after he has made a few more
pictures.

Largely the supposition is based
on the fact that he has bought him-
self a huge tract of land on a re-
mote part of the Californian coast,
and is building a hermit's retreat
there.

Deer and wild cats are to be
found on his land. But why leave
Hollywood if it is wild cats you
want!

ORIENTAL
TEL. 22473 FLEMING ROAD, WANCHAI

SHOWING TO-DAY
At 2.30, 5.15, 7.15 & 9.30 p.m.

"HUMANITY"
(A Chinese Picture)

NEXT CHANGE
Commencing FRIDAY, 2nd DEC.

"OH, FOR A MAN!"
The Smartest Movietone
Fox Ever Produced.

with
**JEANETTE REGINALD
MACDONALD DENNY**
**MARJORIE WHITE
WARREN HYMER**

Directed by
HAMILTON MACFADDEN

BOOKING
AT THE

THEATRE
TEL. 25313.
& 25332.

WORLD ECONOMIC
CONFERENCE

NO ULTERIOR MOTIVE IN
INVITING CHINA

Geneva.—The decision to invite
China's participation in the World
Economic Conference was merely a
screw to hide a preliminary
manoeuvre for placing the economic
reconstruction of China on the con-
ference agenda, the United Press
was told in many quarters to-day.
Mr. Norman Davis, in London,
denied that there was any ulterior
motive in his proposal to the Or-
ganisation Committee that Chinese
experts should be added to the pre-
paration staff.

Authorities who are directing the
plans for the Economic Conference
are said to have declared that dis-
cussion of the silver question at
the conference will be hopeless. The
reason given for the Organisation
Committee's unanimous approval of
the Davis proposal to admit China's
experts was that China was the
greatest consumer of silver. The
silver question, Mr. Davis told
the committee would probably be
one of the most important questions
before the conference.

This statement by Mr. Davis
would seem to forecast rough waters
for the Conference in view of the
fact that European leaders believe
little can be done to stabilise silver.

Many experts here, however, are
firm in their conviction that the
Conference cannot escape the silver
question because President Hoover
agreed to United States participa-
tion on condition that the whole
silver problem be taken up. With
China participating, consideration
of silver would be imperative.

Other quarters believe that the
leading Powers have agreed that
China's economic stabilisation
would go far toward world econo-
mic improvement but they were un-
able to interpret the recent move.
They were plainly puzzled by the
reported attitude of European ex-
perts against the discussion of
silver.

**TOM MIX LOSES TO
THE "VILLAIN"**

BADLY HURT IN FILM
FIGHT

Hollywood.—Tom Mix, victor in
a hundred film fights, has lost for
once to the villain.

A border play was being filmed,
and Mix, riding his famous horse,
Tony, had a hand-to-hand fight
with the villain on horseback.

Afterwards it was intended that
Mix should dash down a steep em-
bankment and escape, but Tony
stumbled sideways, threw Mix, and
then rolled over on top of him.
Mix broke two ribs and was un-
conscious for some hours. Doctors
fear he has concussion, and his wife
has been summoned.

Tom Mix and Tony began their
film career in 1914. When he vis-
ited Europe in 1925 Tony came with
him. The first night the onlookers
at Southampton had of their film
hero was a mounted figure riding
down the gangway. He rode Tony
also along the London streets and
caused great excitement when the
two of them arrived to a dinner
given in Mix's honour at a West
End hotel.

Bought for £3.

Mix bought Tony for £3 and
trained him himself. No one be-
sides Mix and his groom have rid-
den Tony, who has been through
so many dangerous film adventures
with his master. The horse is
almost human in intelligence, for
he understands verbal instructions
and will follow the slightest motion
of his master's hand.

During Mix's film career he has
broken a leg, both his hands, ribs,
and on several occasions his collar-
bone. Last year he nearly died
following acute appendicitis.

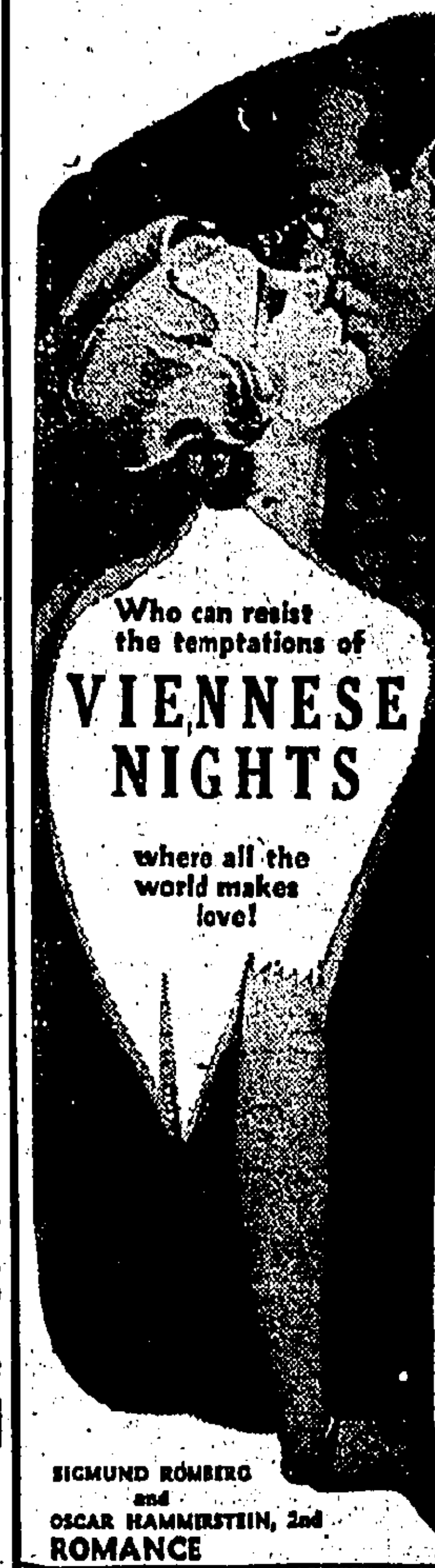
He is over fifty, but he continues
to ride hard, as only a cowboy
knows how. His horse, too, is be-
coming a veteran. The two are
inseparable, and if anything hap-
pens to Tony, Tom Mix would be
one of the unhappiest men on earth.

Tom Mix has led an eventful
life. As a boy of 17 he fought with
the United States Army in the war
against Spain. Then he served as
a machine-gunner in China during
the Boxer rising. Later he helped
to break in horses for the Boer
War, and after serving as Deputy
United States Marshal in Okla-
homa and taking part in a Mexi-
can revolution he went on the films
in 1914.

QUEEN THEATRE

SHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20 p.m.

The PICTURE of
the YEAR!
You Owe It to
Yourself to See It!



COMING SHORTLY—

**KAY FRANCIS
RICARDO CORTES
PAUL CAVANAGH**



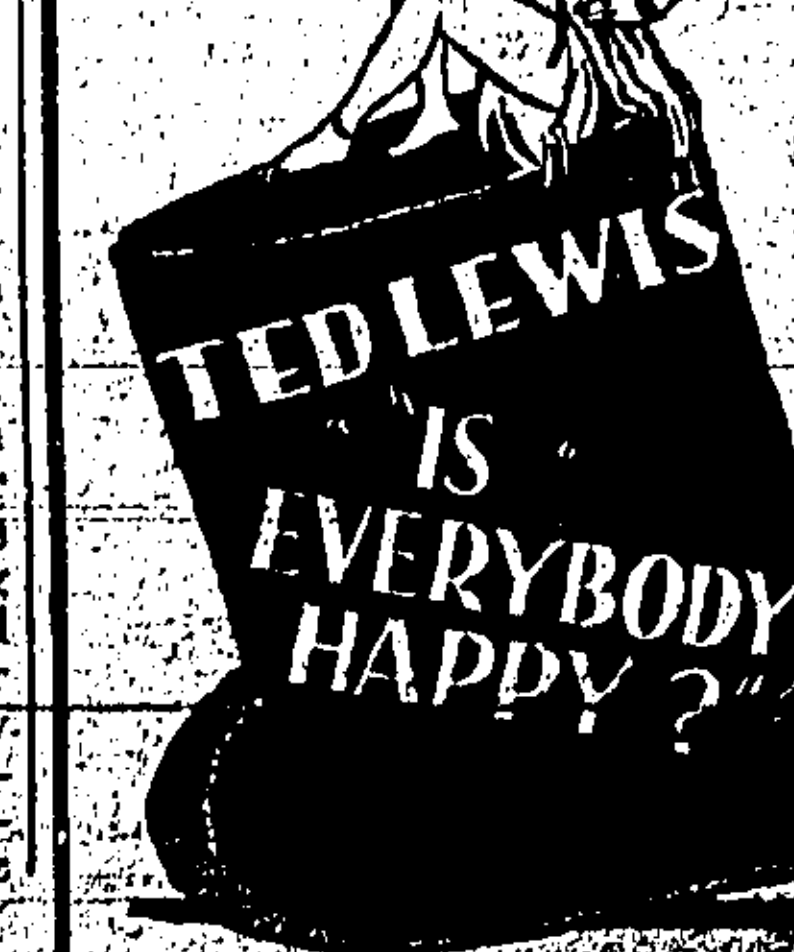
Pitched to the
heart-beat of
all womankind.

Directed by
HERBERT BRENON

STAR

TO-DAY & TO-MORROW
At 2.30, 5.20, 7.20 & 9.20 p.m.

Tuneful
Rhythmic
Joyous
Jazz!



Patent Leather SHOES

for Dress and Formal wear.

Made of finest Patent Leather with light flexible soles of best quality. Stylishly cut to fit snugly round the ankle and give the toes perfect freedom.

Plain or with stitched toe cap, in all sizes and half sizes.



MACKINTOSH LTD



AT THE Repulse Bay Hotel

SATURDAY

3

DECEMBER

8.30 P.M.

TILL

1 A.M.

GALA DINNER DANCE

ENTERTAINMENT

by
Fred Pierce

VERSATILE
VAUDEVILLE
ARTISTE

DANCE MUSIC

by
HONGKONG HOTEL'S
POPULAR ORCHESTRA
"The Revellers"

Reservations

Phone —
— 27775.

The
Hongkong & Shanghai
Hotels, Ltd.

WHITEAWAY'S

FOR
HOUSEHOLD LINENS
NEW STOCKS OF
"MARPLE" SHEETS.



We have just unpacked a fresh stock of the famous "MARPLE" Sheets and owing to the favourable in exchange are able to offer them at the following special low rates.

No. 444 size 2 by 3 yd. \$13.50 pair
No. 555 size 2 by 3 yd. \$15.50 pair
No. 666 size 2 by 3 yd. \$18.50 pair

BLANKETS AND DOWN QUILTS

FIRST FLOOR SHOWROOMS

WHITEAWAY, LAIDLAW & CO., LTD.

MAIL NEWS FROM CHINA

MARITIME CUSTOMS LAW

MERCHANTS SEEK STRICTER APPLICATION

NANKING, Nov. 24. The enactment of a Maritime Customs Law governing the organization and functions of the Maritime Custom Houses is called for by a resolution adopted at a meeting of the Central Political Council yesterday.

The meeting also formally laid down the ruling that, pending adoption of the proposed Law, merchants who have cause for complaint against actions of the Customs authorities, including those concerning cases of alleged smuggling, may appeal to the Ministry of Finance for redress in accordance with the Law of Petition.

Action by Various Chambers of Commerce.

This resolution to enact a Maritime Customs Law was adopted pursuant to petitions from the Chambers of Commerce at Shanghai, Peiping, Tsinan and other important ports. The petitions urged that inasmuch as China had already recovered complete tariff autonomy, a new law should be enacted to define the powers and functions of the Maritime Customs. The petitions also pointed out that since the Maritime Custom Houses are administrative organs of the Government, the method of redress provided by the Law of Petition should also be applicable in all cases of illegal or improper actions of the Maritime Customs Authorities.

Sequel to Smuggling.

In this connection, it will be recalled that as a result of a series of raids which the Shanghai Customs authorities made some time ago on certain watch and jewelry stores in search of smuggled goods, the Greater Shanghai Chamber of Commerce and the various guilds in Shanghai were moved by those interested to send a delegation to Nanking to voice their alleged grievances.—Kuo Min.

RELIEF WORK IN C. CHINA

CHIANG KAI SHEK APPROVES PROPOSALS

NANKING, Nov. 24. The proposal advanced by Mr. Hsu Shih Ying, Chairman of the General Famine Relief Committee, Mr. Wang Hsiao Lai, Chairman of the Shanghai Chamber of Commerce, and other welfare workers relative to the levy of a surcharge on railway passenger tickets as well as telegrams and radiograms for relief purposes has been endorsed by General Chiang Kai Shek. In a telegram to the Executive Yuan, he requests that the proposal be adopted with modifications.

Proceeds of the surcharge, which is to be collected for a period of six months, are to be devoted to the relief of the three provinces of Honan, Anhwei and Szechwan which were until recently overrun by "Red" bandits.

Surcharge on Rail Tickets.

The proposed surcharge on railway tickets is to be 40 cents for 1st class, 30 cents for 2nd class, and 5 cents for 3rd class, (instead of 40 cents, 20 cents and 10 cents respectively, as originally suggested) in order to minimize the burden of the poor. The surcharge is to be levied only on through tickets on all national railways.

The surcharge on telegrams and radiograms is to be five cents per message irrespective of length or distance.

General Chiang stated that he was not in favor of the suggestion for the increase of freight rates on the Peiping-Hankow Railway, on the ground that such would be detrimental to the rehabilitation of trade in Hankow and to the Railway.—Kuo Min.

EURASIA AIR LINE

TRIAL FLIGHT NOW IN PROGRESS

PEIPING, Nov. 23. The Eurasia No. 5, now undertaking a trial flight to the North-west, arrived at Hami, Sinkiang, from Suchow, in Kansu, yesterday according to telegrams received here from Herr Schmidt, Director of the Operations Department of the Eurasia Aviation Corporation, who is in charge of the flight.

The plane hopped off for Lanchow, provincial capital of Kansu, from Peiping about ten days ago. At every stop to the Sinkiang border, Herr Schmidt and his assistants have been installing radio apparatus and making other preparations for the inauguration of the North-western Airway. The Eurasia will proceed to Tacheng, the terminus of the Shanghai-Sinkiang Airway, upon completion of similar preparations at Hami.—Kuo Min.

COL. WANG ACCUSED OF CORRUPTION

CAUSES SENSATION AT TIENTSIN

TIENTSIN, Nov. 23. A sensation was created here today with the receipt of an official report from Peiping that Col. Wang I-Min, Commissioner of Public Safety for the Tientsin Municipality, was detained by the Peiping authorities on charges of corruption upon his arrival last night.

Acting upon the orders of General Chang Hsueh Liang, three deputies representing the Peiping Political Affairs Committee, the Hopei Provincial Government and the Peiping branch of the Military Affairs Commission are now jointly conducting an inquiry in Tientsin in regard to the charges preferred against Col. Wang by the public. It is alleged that during his one year in office he has embezzled public funds to the amount of half a million dollars.

In the meantime, Col. Ning Shang Nan, Head of the Second District branch of the Peiping Bureau of Public Safety, has been appointed acting Commissioner of Public Safety for Tientsin.—Kuo Min.

PACHAN LAMA THE "LIVING BUDDHA"

TO ATTEND THIRD PLENARY SESSION OF C.E.C.

NANKING, Nov. 24. Panchen Lama, the "Living Buddha" of Tibet, is coming to the Capital next week. In a telegram to the Mongolian and Tibetan Affairs Committee, he reports that he will leave Peiping on the 29th to attend the 3rd plenary session of the Central Executive Committee, which is scheduled to be held here on December 15. He will also be formally inducted into office as Special Cultural Commissioner for the western national frontiers.—Kuo Min.

RECONSTRUCTION OF LOYANG AND SIAM

[THROUGH RUSSIA'S AGENCY.]

NANKING, Nov. 24. The Central Political Council confirmed yesterday a resolution recently adopted by the Standing Committee of the C.E.C. relative to reconstruction of Loyang and Siam, respectively, the provisional and co-capital of the country.—Kuo Min.

NEW EMIGRATION OFFICES

NANKING, Nov. 24. Approval having been obtained from the Executive Yuan, the Central Overseas Affairs Committee (Continued at foot of next column)

EPIDEMIC OF DIPHTHERIA

MANY VICTIMS AT NANKING

NANKING, Nov. 23. An epidemic of diphtheria has broken out in Nanking and claimed many victims. In order to prevent the disease from spreading, the Municipal Health Authorities have ordered a large consignment of anti-diphtheria serum and established six free clinics in various parts of the city.—Kuo Min.

BRITISH BOXER INDEMNITY FUND

APPOINTMENT OF NEW TRUSTEE

NANKING, Nov. 23. Upon the recommendation of Dr. Lo Wen Kan, Minister of Foreign Affairs, the Executive Yuan, at its 77th meeting yesterday held under the chairmanship of Acting President T. V. Soong, transferred Dr. Chu Hsiao Hsiang, Counsellor to the Ministry of Foreign Affairs, as Director of the International Department of the Ministry in succession to Dr. Chien Tai, resigned. Min Lin Chun Hsien, secretary, was made Counsellor.

Owing to the death of Mr. M. T. Charter, member of the London Purchasing Commission, the meeting appointed Mr. G. A. McEwen as his successor in accordance with a recommendation of the Board of Trustees of the British Boxer Indemnity Fund. Mr. McEwen was one of three gentlemen suggested by the British Government for the vacancy caused by the death of Mr. Charter.—Kuo Min.

ABOLITION OF EXPORT TAX ON RICE

NANKING, Nov. 23. The Ministry of Finance has despatched identical telegrams to the Provincial Governments of Hunan, Kiangsu, Anhwei, and Kiangsi instructing the abolition of the export tax on rice and the license tax on rice in order to facilitate shipments from one province to another.—Kuo Min.

CANTON TO FATSHAN BY MOTOR ROAD

EARLY COMPLETION OF HIGH- WAY PLANNED

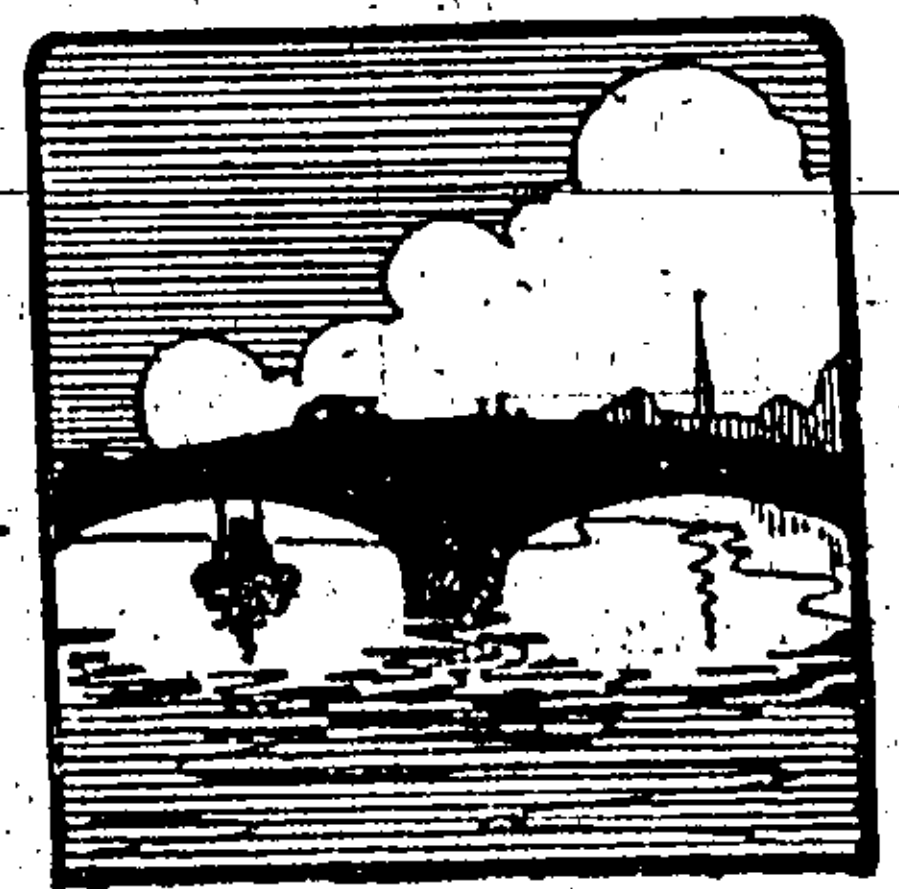
Canton:—The Reconstruction Bureau is taking steps to expedite the building of the highway connecting Fatshan to Canton, passing through many important places en route, including the well-known market town of Tai Lek. The road is approximately 34 li long and the route has been generally adopted. The part of the road from Tai Lek to Fatshan has had its base completely built and only the laying of the surface is required before it can be used for traffic.

From Tai Lek, the road comes to Sek Wai Tong on the opposite side of the River. The work on this section was postponed owing to alterations having been found necessary to the original route, but now these alterations have been completed. The Nankai District Magistrate, through whose territory the road mainly traverses, has been requested to expedite the work of this important line linking up many important places with Canton city.

has decided to open Emigration Offices at the five ports of Shanghai, Swatow, Amoy, Canton and Kiang-show (Hainan Island). It is understood that more of such offices will be established later at other ports, if necessary.—Kuo Min.

K. M. A. CERAMIC & REFRACTORY PRODUCT

CLINKER
PAVING,
BUILDING
& FIRE-
BRICKS



STONE-
WARE
PIPES &
GLAZED
TILES

Ask for our Illustrated Catalogue—Compare our Prices and inspect our wide range of Samples
THE KAILAN MINING ADMINISTRATION
DODWELL & CO., LTD., Agents, Hong Kong

DAIRY FARM NEWS

NEW SEASON GAME.

Cock Pheasant	\$1.60 each
Hen	1.20 "
Pigeons	.45 "
Wild Duck	1.10 "
Teal Duck	.50 "
Quail	.35 "
Partridge	1.20 "

THE DAIRY FARM, ICE & COOL STORAGE CO., LTD.

THEY

Advertise!



A hen is not supposed to have
Much common sense or tact.
Yet every time she lays an egg
She cackles forth the fact.



A rooster hasn't got a lot
Of intellect to show,
But none the less most roosters have
Enough good sense to crow.



The busy little bees they buzz,
Bulls bellow and cows moo.
The watch dog barks, the gander
quacks,
And doves and pigeons coo.



But man, the greatest masterpiece
That nature could devise,
Will often stop and hesitate
Before he'll advertise.

Don't Del y! Phone 30251

for our representative and we will provide
material for your Autumn advertising campaign.

THE HONGKONG DAILY PRESS

HONAN MINES

ANGLO-CHINESE MERGER POSSIBLE

Nanking, Nov. 18.—Negotiations for the merger of the British Peking Syndicate and the Chinese Chang-Yuen Company are reported to be under way. Both concerns have collieries in Honan, but the Syndicate's collieries have ceased

to be operated since 1928. Two Counsellors of the Ministry of Industry are now on the way to Cheongchow to assist in the drafting of an agreement. The Chinese and British representatives are reported to have tentatively agreed that the capital of the proposed combine should be equally shared between the two parties, that the profit should be divided at a 6-4 ratio, and that the post of General Manager should be held by a Chinese.

THE INDUSTRIAL POSITION IN BRITAIN

LIEUT.-COL. H. L. MURROW'S ADDRESS TO THE ROTARY CLUB

DETERMINATION TO WIN THROUGH IN SPITE OF ALL HANDICAPS

A vivid picture of the industrial position in Great Britain, was drawn by Lieut.-Colonel H. L. Murrow at yesterday's meeting of the Rotary Club.

The speaker, who said that he had recently visited some 120 engineering firms, took the audience over the chief industrial districts, giving a brief report on each. The depleted buying power of the public, and the threat to British Railways by motor lorries were matters which were discussed.

The Hon. Dr. S. W. Tao, who has returned from a short holiday in the North, occupied the Chair and several guests were welcomed at yesterday's meeting, including Mr. R. David of London, Mr. J. K. Steele of Manila, Mr. G. J. McCarthy of Shanghai, Mr. G. H. Wen of Nanking, and Messrs. C. Jackson, M. A. Cooper, P. E. Barker and J. P. Wingfield of Hong Kong.

THE WEST END DURING THE SLUMP

Addressing the gathering, Col. Murrow said—

I can't tell you with what reluctance I have been persuaded to give this lecture. I have considerable sympathy for myself, but infinitely more for my listeners. I will make no further excuse, because, as our legal friends would say—it might be taken down in evidence against me.

The subject I am going to talk about is the general industrial position in Great Britain during the last year. I do not propose going into statistics; I mean to tell you as accurately as I can what I personally saw, and the information I gathered from reliable sources. Generally speaking, it is to the engineering profession my enquiries were directed.

Before actually going into this subject, I think a short survey of the general progress in Great Britain will assist those of you who have not been there lately.

So far as London is concerned, the traffic grows even faster than the arrangements to cope with it do.

Theatres Busy.

In the West-end one notices no sign of world depression. The restaurants are full, and the theatres and places of amusement are all packed, in spite of Great Britain having gone off the gold standard.

This is an interesting fact, and apparently amusements thrive in bad times. I remember when I was stationed in Berlin some ten years ago—it was at the time that the bottom had fallen out of the mark—the same conditions prevailed in Theatreland in Berlin, and to see a certain play which I was very anxious to see, I had to pay 17/6 (in English money) for a back row seat in the stalls, and the audience consisted almost entirely of Germans, not foreigners.

Roads Improving.

So far as the country in Great Britain is concerned, the roads are being shaved off and surfaces improved. Arterial roads are being made, and by-passes are built to avoid small towns. There are more and more motor cars on the road, especially of the small type. There are more and more buses and motor coaches, in fact it looks as if one half of Great Britain is carrying the other half, possibly in more senses than one.

The heavy lorry traffic is increasing, as also is the size of the vehicles, and so strong have the foundations of the main roads to be made, that, I believe I am correct in saying that a first-class road now costs in the region of £110,000 a mile, where the permanent way of a railway costs not more than £40,000 a mile.

The road competition against the railways has become very intense and it looks as if the lorry is getting the best of it. One becomes apprehensive of the £1,200,000,000 of public money invested in British railways.

As an example of what the railways are up against, an Armstrong-Saunders lorry with a trailer and 20 tons of freight went from London to Aberdeen mon-gop (a distance of over 600 miles) and used 18/6 worth of fuel, the lorry being fitted with a Diesel engine.

Electrical Industry.

The electrical industry, generally speaking, has done well during the last year. Here, there has been a kind of economic disturbance. The Government have launched out on a large grid scheme to supply electrical power and light all over the country at the eventual price of 1d per unit. Incidentally one well-known engineer informed me that he did not believe it would ever be possible to supply electricity throughout the country for less than 1d per unit.

This grid scheme has hit the engineering firms who manufacture smaller power units, and it seems that one man's joy is another man's sorrow. While on the subject of grids, one sees in many parts of Great Britain enormous pylons dotted about the countryside and spoiling very beautiful landscapes.

As regards flying, the progress of commercial flying actually in Great Britain is not progressing at all fast. Probably the climatic conditions have something to do with it, but the chief difficulty seems to be, the finding of landing grounds close enough to towns. In so many cases these are some five or six miles out and the total time taken in completing the journey is no shorter than by train or motor car.

Private flying is making considerable progress and one hears every year of new clubs being formed. The British Aircraft industry is doing considerable export trade.

Returning to the subject, by the summer of last year, dumping of goods from all parts of the world on to Great Britain had attained such large proportions that some sort of protective policy became necessary. The London docks were literally choked out with foreign goods. The change-over from Free trade to protection forced a complete re-organisation of the distribution services, which took quite a little time to adjust itself.

During the last year, I have visited some 120 Engineering firms, and it can be truthfully said that, although there have been and still are great difficulties, yet one notices a determination on all sides to deal with the slump and win through.

Pulling Together.

In many cases the owners or partners of firms, who had not taken an active part for some time, are back at work. This in itself has created a good impression and the feeling between employers and labour is better than it has been for many years.

Labour finds that their Trade Union leaders have let them down, and are now turning to their old employers, from whom they find they receive fair treatment. In many cases wages have had to be lowered and the men, after a certain amount of discussion, have accepted the new conditions. I know the case of a chemists business where a man has a chain of some 30 shops. A short time ago this business was not paying, and several of the shop managers voluntarily proposed accepting a lower wage.

Recently, owing to the interest on the Conversion Loan being reduced from 5 per cent. to 3½ per cent., resulting in a general reduction of income, considerable hardships have been placed on the retailers who find that their turnover is reduced, whereas their overheads are not coming down in a like proportion.

There is a considerable amount of discontent against the Landlords, who are holding tenants to their post-war rents. The retailers contend that as the public have patriotically accepted the reduction of interest on their War Loan investments, the Landlords should reduce their rents.

I am bringing out these points because I want to show that Great Britain has had to face not only the slump directly, but many other forces are at work, which have made it necessary for the country to adapt herself to altered conditions.

Birmingham Doing Well.

As regards the various districts visited, so far as the Engineering and the allied trades are concerned, I found that generally, Birmingham and District were best off. At many factories, there was a hum and busy look about the place. Of course it must be remembered that Birmingham, apart from manufacturing motor cars, also manufactures a vast amount of motor accessories for firms all over Great Britain, and there is a large hardware industry frequently called, I believe, "muck and truck trade." The heavier Engineering trade in Smethwick, which is just outside Birmingham, is not having at all a good time.

The motor trade of Coventry, has not been depressed during the last year, because Great Britain going off the gold standard, and the Import duties added to these, made it virtually impossible to import foreign cars, except at a prohibitive price.

Sheffield Hard Hit.

Sheffield has been hit hard especially in the Iron and steel trades, but when I was there a short time before I came out, manufacturers were in a much more hopeful mood, and they had booked a few orders. The slump in ship-building has had an adverse effect. The trouble in Sheffield seems to be that there are many large concerns which during a slump become unwieldy. For instance the English Steel Corporation, a branch of Vickers Ltd., have to obtain £5,000 worth of orders a day to cover their overheads. This with no ship-building going on, must tax their sales department to its limit.

Manchester.

The Manchester area varied a great deal, some firms were working but others were very dead. The General Manager of an Engineering firm in that area told me that there were orders about, but in so many cases these were unprofitable due to competition. He told me that he himself was carrying out a contract for £100,000 and that he was losing £5,000 on it. He said that he had the option of either accepting the contract or closing down part of the works, and thereby putting some 1,500 men out of work. The responsibility of a general manager under these circumstances is very grave, and although a firm can possibly afford to lose on one or two contracts, yet they cannot make a habit of it.

Much the same remarks can be made about the Leeds area as about Manchester. One firm paid a dividend this year, and whenever one mentioned Greenwood and Batley's name to a Yorkshireman the reply invariably was, "Oh yes, they paid a dividend."

Smaller Firms.

The locomotive builders in the Jack Lane district of Leeds are hard hit, practically no orders and very little prospect of any. The more enterprising firms are directing their attention towards the manufacture of Diesel Engines and they tell you of somebody who has a wonderful engine building which (Continued on next column.)

CHINESE INVOICE OFFICER

MR. C. H. WEN IN HONG KONG

An interesting visitor at the Rotary Club yesterday was Mr. G. H. Wen from Nanking, who has been appointed Chinese Invoice Officer in Hong Kong. Mr. Wen's office is in the French Bank Building and he will commence his official duties on December 1.

Mr. Wen's appointment in Hong Kong is the result of arrangements between the British Minister in Peking, representing the Hong Kong Government and the Chinese authorities at Nanking. Mr. Wen's duty will be to issue invoices similar to consular invoices issued by representatives of other countries.

Mr. Wen was educated at West Point Military Academy, U.S.A.

is expected to square the circle and work wonders. I visited many other smaller industrial districts such as Lincoln, Peterboro, Leicester, Bedford, etc., and everywhere one saw a determination to win through.

Generally speaking, I noticed, and I believe a Government expert reported similarly, that small engineering firms, directed by the energy and enterprise of one man, were doing better than large concerns. I noticed this particularly at a small firm in Warwick where they were full up with orders. One hears very little of that magic word "Rationalisation," as too many have been caught by it.

In conclusion, as I have already pointed out, there are many difficulties to overcome, but these are being faced and dealt with. It is very refreshing when one goes into the works and asks for, we'll say, Mr. Thompson the G.M. and he is told by a workman that "Mr. George is down there in the machine shop." It seems a relic of the old and prosperous days when man and master understood each other, before the paid agitator and the Trade Union upset the whole equilibrium of industry in Great Britain.

The Speaker Thanked.

In thanking the speaker on behalf of the Club, Rotarian M. F. Key said that Professor Middleton Smith was the man whom the Chairman should have asked to return thanks. He took it that Col. Murrow in speaking of the industrial position, did not include the agricultural side of the question. He said he might himself in an address on Rotarians on the Agricultural position in Great Britain. In that field, things were even worse than in industry and he knew of an instance where the yield per unit per annum was 15/- whereas the expenditure was £1.

Rotarian Key said that in one sense he was glad of the opportunity given to him to thank Col. Murrow and added amongst much laughter that in years gone by he was one of "Murrow's Minion." Mr. Key was referring to the days when he was on the editorial staff of the *Daily Press*. He told the audience that the name Murrow had been associated with the *Daily Press* for close on a hundred years.

Ladies!

When you are down town, or out *anyplace*

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CANTON ROTARY CLUB INVITATION TO HONG KONG.

It was announced at the meeting of the Rotary Club yesterday that the Canton Rotary Club, which was formed about a year ago, will be holding their first annual dinner on December 15. An invitation has been extended to members of the

Hong Kong Rotary Club to be present at that function.

The Vice-President, Mr. P. S. Cassidy, of the Hong Kong Rotary Club, announced that an annual dinner will be held in Hong Kong either in December or in January and that it would be appropriate for the local body to invite members of the Canton Rotary Club to that dinner. The suggestion met with unanimous approval.

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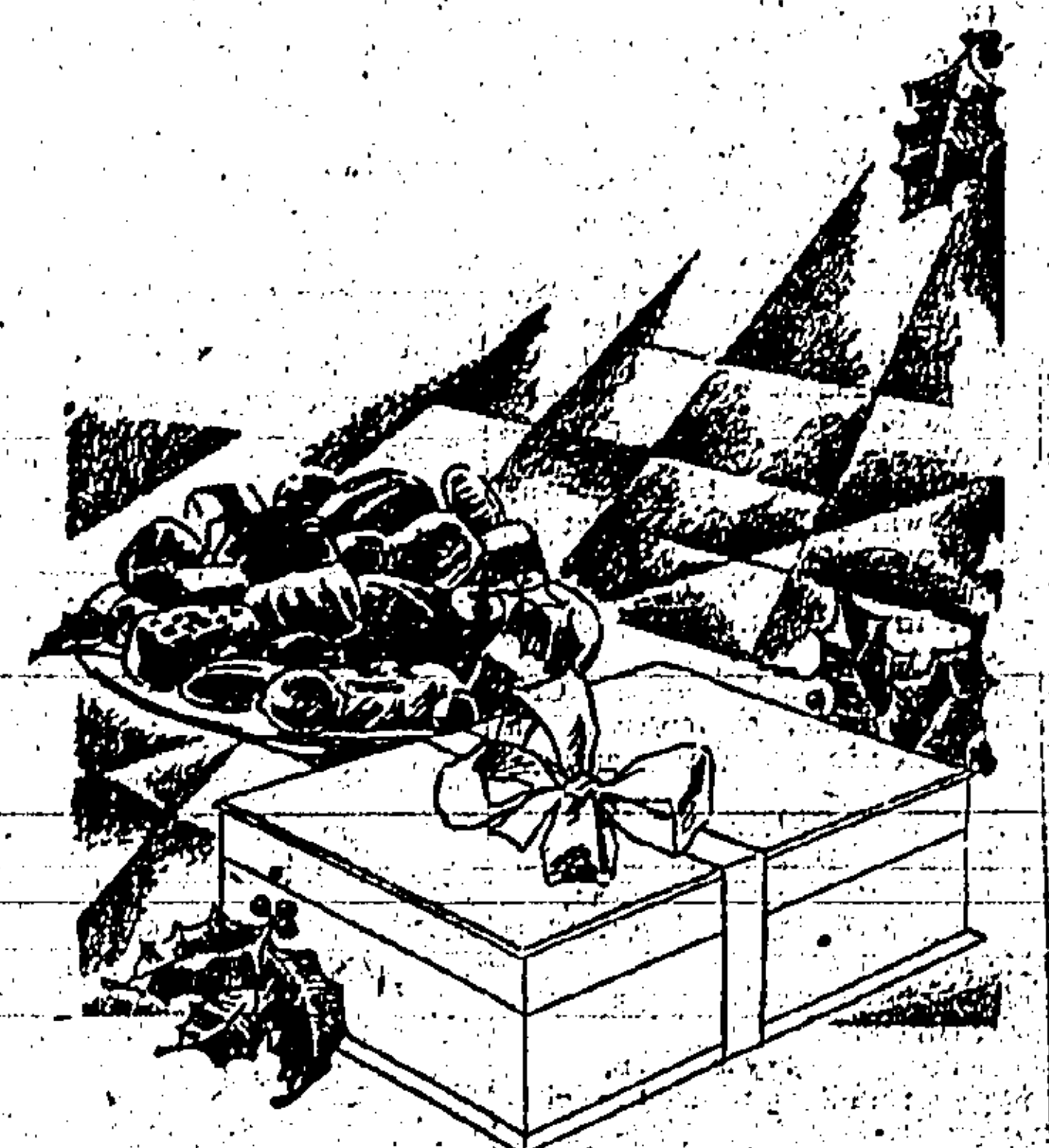
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NOTICE.

A. S. WATSON & CO., LIMITED.

THE undermentioned Certificates for 75 shares in this Company, registered in the name of Chow Hong deceased, have been declared LOST. If at the date hereof the following share certificates be not produced to the Company, namely Certificate for 25 shares No. 56105/56129 and Certificate for 50 shares No. 56180/56229, now Certificates for the said shares will be issued by the Company and thereafter NO OTHERS will be acknowledged.

A. S. WATSON & CO., LIMITED.
Hongkong, 28th November, 1932. [2833]

BRAZILIAN CONSULATE
HONG KONG.

AS I am leaving for Rio de Janeiro on Nov. 30, Mr. F. A. Xavier, Vice Consul, will be in charge of the Consulate. All accounts presented at the Consulate will be taken care of by the Vice Consul.

N. T. OLIVEIRA.

NOTICE.

THE Public is hereby informed that, in accordance with the recent promulgation by the National Government of the Republic of China of certain regulations governing the issuance of Consular Invoices for all merchandise imported into China, merchants who export merchandise from this port to any port of China are required, beginning from December 1, 1932, to obtain for each shipment a certified Consular Invoice, to be forwarded by the consignee to the Chinese Maritime Customs at the port of entry.

Copies of the promulgated regulations and Consular Invoice forms, together with all information pertaining thereof, may upon application be obtained from the office of the undersigned at No. 5, Queen's Road Central, 4th Floor, French Bank Building.

CHINESE INVOICE OFFICE.
[2830]

THE HONG KONG
JOKEEY CLUB.

THE FIFTEENTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 3rd DECEMBER, 1932, commencing at 2.00 P.M.

The First Ball will be rung at 1.30 P.M.

MEMBERS' ENCLOSURE.
Members are notified that they and their Ladies must wear their Badges prominently displayed.

No One without a Badge will be admitted to the Members' Enclosure. Badges admitting Non-Members to the Members' Enclosure and Club Rooms at \$5.00 for Gentlemen and \$3.00 for Ladies (Both including Tax) are obtainable through the SECRETARY upon introduction by a Member, such Member to be responsible for payment of all Chits, etc.

Badges admitting to Members' Enclosure will NOT be on sale at the Race Course.

On no pretext will Children be permitted in either Enclosure during the Meeting.

Tickets are obtainable at the Club House provided they are ordered from the No. 1 Box in advance. Telephone 21920.

PUBLIC ENCLOSURE.
The Price of Admission to the Public Enclosure is \$2.00, including Tax, for all Persons, including Ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted Half Price.
Bookmakers, Tie Men, etc., will not be permitted to operate within the Promenade of the Race Course.
Jockey Clubs during the Race Meeting.
By Order,
S. A. SLEAP,
Acting Secretary.
Hong Kong, 28th Nov., 1932. [2828]

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DEWAR'S
"WHITE LABEL."
FINEST
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BIRTHS.
MARRIOTT.—At Victoria Hospital, on November 29, to Mrs. M. G. MARRIOTT, a daughter.
McMARTIN.—On November 21, at Shanghai, to Mr. and Mrs. W. D. McMARTIN, a son.

MARRIAGE.
MURPHY—MURPHY.—On November 22, at Shanghai, ANN, daughter of Mr. M. J. Murphy and Mrs. Murphy, to THOMAS, son of the late Mr. and Mrs. T. Murphy, both of Macroom, Co. Cork, Ireland.

Editorial and Business Offices: 11, Ice House Street, Tel. 30251.
Night Editor (Wanchai Office): Tel. 24511.
London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, NOVEMBER 30, 1932.

AMERICA HESITATES

STATEMENTS by political leaders on both sides of the Atlantic show a painful anxiety to keep any suggestion of acrimony out of the present discussion of War Debts. Creditors and debtors cannot hope to like each other. If the former are not paid they feel it is all a swindle, and if the latter are forced to disgorge they talk about pounds of flesh. In an unctuous age both sides (if Western countries are involved) bandy suitable texts out of Holy Writ, but to-day we have all outgrown that folly. In the present crisis the leaders at least appreciate the other man's difficulties.

The American case, as seen by the average citizen of that country is extraordinarily good. "We got you out of the War. But for us you might still be fighting; you were glad enough to get our money and you should repay. We must have it because we are desperately hard up ourselves." What, however, most influences the whole of United States is that despite all difficulties and distresses European Powers can always find money for armaments. A clever cartoon showed the figure of Europe, turning out an empty trouser pocket labelled "war debts," while the

other pocket labelled armaments was bulging with cannon, battle-ships and bank notes. It was a crude way of putting a complicated issue, but the force of the argument can be imagined. Most of us would find it easier to get indignant than to rebut the accusation. The immediate issue is, of course, entirely a financial matter between England and America, but always this question of European armaments colours the American outlook.

Great Britain's reply is: "We have paid. If you insist we shall go on paying. It is not merely a question of honour, but the stability of our credit, which we intend to maintain. On the other hand, the debts are damaging us all in Europe, and our misfortunes are reacting on America. As a matter of pure business you will be better off if you do the generous thing and cancel the debt."

There is no doubt that American statesmen are shaken. Mr. Hoover says that the Executive has no power even to grant a suspension of the full payment of \$23 million due from Great Britain on December 15th, and that Congress is not in a mood to make concessions. That is not a very decisive line for an American President to take! Mr. Roosevelt declares that it is "not his baby." On the other hand, this hesitancy of President and President-Elect is significant, and suggests the amazing complexity of the problem. Superficially it would seem that both men would have much to gain by taking a strong line, one way or another, and sticking to it. That is called leadership. But both men are entitled to our respect for not gaining political credit by a leap in the dark. No one knows what is the right policy, and only the inner circles know what is going on behind the scenes. A bigger principle than this payment by Britain is at stake. That is only the gambit in the next stage of the mighty game of solving the economic crisis. The right course, and the strong course, is to avert a final decision till every fact has been studied and every avenue explored. The issue before the world may be more even than prosperity or economic chaos during the next ten years. The present confusion, we all know, holds the danger of national bankruptcies and even of

another war. Would things be made better by cancellation of debts? They should be, but that clear-headed statesman, Mr. ANDREW MITCHELL, said bluntly, that since there was every indication that money saved on payment of war debts would be spent on a new race of armaments it was America's duty to resist any defaulting. That was a hard saying. It made us all angry. And yet, was not that anger due to the sting of truth? America has set no example in the matter of armaments, but President Hoover has repeatedly announced that the problem of war debts and disarmament cannot be dissociated. Until the vital question of German armaments is settled, there would appear to be no least chance of America moderating her present demands for prompt payment.

(Continued at foot of next column)

ANOTHER \$30,000
WANTEDACCIDENT AT "CENTRAL
BRITISH" COSTS £210

Supplementary estimates to a total of \$30,000 will be presented to to-morrow's meeting of the Finance Committee of the Legislative Council. Among the items are the following:

Brought forward \$ 600
Sino-Japanese Conflict \$1,167
A further sum of \$1,167 is requested to meet final expenses in connection with the Sino-Japanese Conflict owing to the Police Reserve remaining on pay for a longer period than anticipated and to the hire of buses as a precaution against possible disorders on September 17 and 18, 1932.

Miscellaneous Services:—*Ex gratia* contribution towards education of son of Lieut. R. Packe \$3,150
Ex gratia payment to Lieut. R. Packe of the sum of £210 as a contribution towards the cost of the education of his son who lost an eye whilst watching a demonstration in chemistry at the Central British School.

Police Force:—28, Secret Service \$2,500
The amount provided in the 1932 Estimates has been expended owing to more rewards being paid. It is estimated that a sum of \$2,500 will be required to cover expenditure to the end of the year.

Charitable Services:—15, Passages and relief of Destitutes \$1,500
The calls on this vote during 1932 have proved much heavier than anticipated. The expenditure has been practically confined to re-naturation costs which in certain cases have been shared with local Charitable Societies.
Kowloon-Canton Railway:—2, Advertising \$200

Medical Needs.

Medical Department:—
Animals and Fodder \$200
Owing to the epidemic of cerebral spinal meningitis early this year, two ponies had to be purchased at a cost of \$300. This was an unforeseen expenditure and consequently the vote is now found to be deficient by an amount of \$200.

Medical Department:—D, Bacteriological Institute \$140
This excess expenditure is largely due to increased requirements in the way of media due to the epidemic of diphtheria and cholera this year as well as to some increase in routine work generally.

Rent Allowance, European Sub-ordinate Officers \$10,000
Under-estimating is partly the reason for the deficit, but the increasing number of married officers for whom there are no quarters is the main cause.

The expenditure for 1931 was over \$40,000.

Expensive Laws!

Government Gazette \$5,000
The increased size of the Gazette this year has been mainly due to the publication of new legislation. Last year the number of pages was abnormal and expenditure amounted to \$7,483, but the current volume will be even greater.

Ordinances, etc. \$2,300
The abnormal amount of new legislation passed during the current year necessitates a supplementary vote for \$2,300 to meet the printing charges in connection therewith.

Rent Allowance, Senior Officers \$3,000

It is difficult to estimate the expenditure under this sub-head accurately and a small excess over the vote is anticipated.

The Beauty Gallery.

Prisons Department:—18, Photography \$150

It has been necessary to purchase a camera and photographic materials for the new Female Prison. Prior to the opening of this Prison female prisoners were photographed at Victoria Gaol. A supplementary vote of \$150 is requested. The above is to be met from savings under Clothing and Shoes for Staff.

On the recommendation of the Staff Committee, the Shanghai Municipal Council has decided to insert in nurses' letters of appointment a clause stating that they are not permitted to remain in the service after marriage, and that six months notice of intention to resign must be given before the marriage.

Civilisation!

We Christians hold that civilisation without God is like a powerfully engined ship with a maniac at the helm.—*The Bishop of Lichfield.*

A U.S. View of It.

"One wonders," says an American paper, if perhaps German equality and French security would be helped on a bit if Deutschland were replaced with songs breathing a little less nationalism and not quite so much martial ardor.

56 New Soviet Ships.

The Soviet shipbuilding yard have drawn up a big programme of ships for construction next year (reports Reuter from Leningrad). A total of 56 new vessels are to be built, including ocean-going cargo ships, ice-breakers, trawlers, and timber carriers.

The Law of Compensation.

A New York criminologist is able to trace a definite law of compensation in the use of bricks. He finds that the more bricks a state builds into schoolhouses and training schools, the fewer it will need to build into reform schools and penitentiaries.

No Pauper Pilgrims.

The Government of Palestine has announced it will in future take a longer look at tourists. Pilgrims, have come from everywhere, followed the footsteps of Solomon and David, wept at the Weeping Wall, and then shyly admitted they would remain. They were penniless. The Government, running out of relief funds, sends out a warning through all British consulates. Hereafter, at Haifa or any other entrance point, the visitor will have to show that, to some extent, he is a man of means. And he will have to exhibit a paper more important even than his passport—a ticket that will take him home.

Mr. N. Leslie, general manager of the Asiatic Petroleum Company, has returned to Shanghai.

Shanghai Buddhists have decided to establish a home for the care of orphans and poor children.

Officials of the Ministry of Industries are being engaged in drafting schemes for the establishment of a large motor car factory in China.

Seven cases of diphtheria and two deaths were reported last week. There were also six cases of enteric (one death) and one fatal case of purpural fever. Tuberculosis, fatality number 48.

Construction of the Public School for Boys, Western District, Shanghai, will begin in the near future and it will be necessary to close the children's playground in Yu Yuen Road which now occupies the site.

It is reported by the Chinese Press that large sums of money are still being remitted to the north for the volunteer Chinese armies now engaged in battle against the Japanese and Manchukuo forces.

Owing to the lack of demand from the European and United States markets and the drop in the price of silk by 15 to 20 per cent, the Shang Kung Silk Filature, which controls a number of filatures in Hongkong and Chapei, have suspended operations.

A correspondent informs us that a letter despatched by aeroplane mail to Saigon on November 4, was received in London on the 23rd inst.—transit 10 days. And it takes only 8 days from Marseilles to the trip Saigon. Perhaps the Post Office will do something to hasten this sorry last lap!

On the recommendation of the Staff Committee, the Shanghai Municipal Council has decided to insert in nurses' letters of appointment a clause stating that they are not permitted to remain in the service after marriage, and that six months notice of intention to resign must be given before the marriage.

Friends of Mr. C. S. Taylor, Vice-President and General Manager of Shanghai Power Company, will be interested to learn that he is to remain in London as a representative of the companies associated with Electric Bond and Share Company.

★ News and Views ★

Colour Cures.

"Never send a girl brilliant yellow or red flowers if she is ill," says a London Daily Paper.

I do not send thee roses red
Nor yellow ones, my dear;
They would not soothe your aching head,
But make it worse, I fear.

Knowing that you are in the blues,
I trust, in half a wink,
You'll be more like the blooms I choose—
Distinctly in the pink!

A Model Champion.

Meet Mr. John Brodeme, of Henderson, Minnesota, the "champion sauerkraut-eater of the world."

To defend his title, won last year, Mr. Brodeme ate—14 lb. of kraut, 6 lb. of sausages, and 38 buns. His neighbour, Mr. C. F. Whitford, of Henderson, ate just as much, but the judges decided the contest on table manners!

If only Mr. Brodeme's sport had been rice pudding-eating, his feat would have made him a model for every British nursery.

Spanish Cattle.

Spain in undertaking a hasty census of the cattle on the great estates seized from the nobility. Under the Cortes bill, livestock as well as land belongs to the state, but the angry aristocrats have tried to save something by swift slaughtering of their herds. Now comes the census and harsh new measures under which every cow must be accounted for. The nobles also own vast lands where bulls are grazed, but these are not affected. No, Spain is like Old Spain in its idea of the proper disposal of the male of the bovine species.

A New Polar Expedition.

Major Trygve Gran, the Norwegian airman and explorer, who contemplates a journey to the South Pole by motor cycle, is to be congratulated on his determination to be original at all costs. The balloon, the aeroplane, the submarine have all been called in to service for polar exploration, but the motor cycle, as a novel means of transport, when equipped with a caterpillar drive it should have possibilities; but it is difficult to see how it can at best be more than a useful auxiliary to the sledge. Major Gran, it may be remembered, has already considerable Antarctic experience. He was the ski expert on Scott's final expedition, and won the high commendation of his leader for his skill, cheerfulness, and eagerness.

Treasure Hunters Busy.

Although the rainy season now makes it impossible to work more than the equivalent of 10 or at least 14 days in a month, Canadian treasure hunters at Cocos Island are making progress, and they are as hopeful as ever of success.

The schooner Silver Wave has left Cocos for Vancouver, but fourteen members of the original party are still on the island.

The British trawler Vigilant has taken the place of the Silver Wave as contact ship, and will be retained until the work has been completed.

Sather Creek, Wafer Bay, believed to be the location of the Devonshire treasure, has been stripped and tunnelling is about to be started, according to a message from Colonel Leckie.

Repeated checking with the metalophone on Sather Creek, it is said, indicates a very large body of metal, and Cocos Island is believed to be without any natural mineral deposits to give such indications. The party is also hopeful of finding the legendary "Treasure of the Incas," said to be buried on the shores of Treasure Creek.

Local and General

From the Files.

LOOKING BACK 75 YEARS.

We learn that the Plenipotentiaries of Great Britain, France and the United States, had a conference at Macao on Saturday and are to have another to-day. We are told that Yeh is to be allowed 15 days to come to terms! What terms we wonder, nothing less than the surrender of Canton was hoped. Commodore Elliot was at Macao in a gunboat.—*Hong Kong Daily Press*, November 30, 1857.

LOOKING BACK 50 YEARS.

The Zulu kinglets, from whom some trouble was anticipated in connection with the restoration of Cetewayo, have been appointed to positions of authority, subject only to the sovereignty of Cetewayo.

The English creditors of Messrs. Christopher Newton and Co., Sydney (a firm which was in pecuniary difficulties some years ago), having been paid in full, determined to specially recognise this honourable conduct, and accordingly invited Mr. Christopher Newton (who is now in London) to a banquet, at which most complimentary speeches were made, and Mr. Newton was presented with a steam yacht.—*Hong Kong Daily Press*, November 30, 1882.

Looking Back 25 Years.

This morning the Interport cricket teams take the field and start the two days match which is to decide whether honours shall remain here or be taken to Shanghai. Arrangements are now complete, and play begins at eleven this morning. At one o'clock there will be a tiffin adjournment; play will be resumed at two and stumps will be drawn at 5 p.m.

His Excellency the Governor has accepted the invitation to lunch with the teams in the Club's pavilion.

The teams:—
Hong Kong:—R. Hancock (Captain), H. Hancock, T. E. Penney, W. C. D. Turner, E. E. Lanning, H. R. Hakin, L. J. M. O. Taylor, Capt. H. M. Bosley, J. Irvine, Corpl. Sharpe and W. Edwards.
Shanghai:—R. N. Anderson, J. K. Brand, A. G. H. Carruthers, C. R. S. Cooper, D. R. McEuen, P. Lambie, W. Rodolph, A. F. Whelan, L. Walker (Captain), N. L. Sparke, H. B. Ollerdesen and T. Main.
The Shanghai captain will decide which man he will drop out before the game to-day.
Umpires:—Lieut.-Col. Carter for Hong Kong and Commander Leatham for Shanghai.—*Hong Kong Daily Press*, November 29, 1907.

BRITAIN MUST PAY
HER DEBTOR HER CREDIT WILL BE
RUINED

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 29. DAYLONG ministerial conference on the war debt issue concluded last night, with a two-hour Cabinet meeting; after which the Chancellor of the Exchequer, Mr. Neville Chamberlain, had audience of the King.

Apart from the fact that all the Ministers are resolved to make the second Note to the United States irresistible in argument, there is strong reason to believe that not only the terms of the actual Note is being drafted, but the whole Government war debt policy is being anxiously discussed.

It is now considered unlikely that the British Note will be despatched before Wednesday.

Opinion within the Cabinet is divided, but it is probable that the differences will ultimately be shelved until the United States has replied, and then, to the second British request for postponement of the December instalment.

A Divided Cabinet.

The London *Morning Post* ranges Mr. Ramsay MacDonald, Mr. Stanley Baldwin and Mr. J. H. Thomas on one hand, declaring that the bond of Britain must be honoured, and without discussion, and Mr. Neville Chamberlain and Sir John Simon on the other hand, declaring that the prime consideration is the Lausanne Pact, hence French representations must be considered, even to the point of default.

Banker's Advice.

Mr. Montagu Norman, called at the Treasury at the request of the Chancellor, and according to City circles, he advised that default would be disastrous to British credit.

Parliamentary opinion strongly favours payment.

It is considered that the United States is practically certain to accept an offer of the payment of the interest, amounting to \$13,500,000, which would, most probably, be remitted in gold, thus saving the difference between the par value and the value.

The Government will have a huge reckoning day on December 1 when over three hundred million sterling is to be disbursed. \$13,500,000 to non-converts of the Five Per Cent. War Loan and \$140,000,000 to holders of Treasury Bonds. The Treasury is receiving a slightly smaller sum on the same day on account of new loans at much lower rates of interest.

CABINET MINISTERS
DISCUSS NEW NOTE

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 29. Important consultations between Cabinet Ministers and financial experts concerning the draft of the second British war debt Note took place today.

The Governor of the Bank of England, Mr. Montagu Norman, visited the Chancellor of the Exchequer this morning and several Ministers discussed the matter further at a meeting in the House of Commons to-night.

It is anticipated that the Note will be despatched to Washington within the next few days and is expected to contain a cogent presentation of the reasons which led Britain to propose an extension of the moratorium pending an exchange of views on the whole question of international war indebtedness.

The Financial Secretary to the Treasury was asked in the House of Commons what amount of the debt due to the United States from Britain in December represented interest and what amount constituted the repayment of capital expressed in gold pounds and whether under the existing agreement Britain had the right to postpone payment of the latter until a future date.

Amount Due.

Mr. Hore-Belisha stated, in reply, that the instalment due in December was \$930,000,000 in respect of capital and \$800,550,000 in respect of interest.

Payment in respect of the capital could, under the existing agreement, be postponed for not more than two years, provided that not less than ninety days' advance notice had been given. Such advance notice was not given in the present case. The United States Treasury may, under the agreement, waive such notice at its discretion.

Asked whether the House would be consulted before any further payment of the war loan interest was made, the Prime Minister said that it was a question of discussion on this matter was made through the usual channels, it would receive careful consideration, but it would not be in the public interest to have a debate at this moment.

OIL CONCESSION
NULLIFIEDPERSIAN GOVERNMENT
NOTIFIES A.P. CO.

[THROUGH REUTER'S AGENCY.]

TEHRAN, Nov. 29. THE Persian Government has officially notified the Anglo-Persian Oil Company of the annulment of the D'Arcy Concession, adding that it is willing to consider fresh terms.

It is learned in London that the Company has informed the Persian Government that the Concession does not provide for cancellation and they cannot accept the government's notification.

"VERY DELICATE"
NEGOTIATIONS

LONDON, Nov. 29.

Negotiations, which are described as "very delicate," are proceeding between the Anglo-Persian Oil Company and the Persian Government in regard to the latter's cancellation of the D'Arcy Concession covering half a million square miles.

The differences concern the future conditions and the methods of calculation of royalty which they have been discussing for some years.

Anglo-Persian shares fell 14/32 to 1 15/16 on the opening of the Stock Exchange. The interim dividend on ordinary shares has been postponed.

STERLING MAKES SLIGHT
RECOVERY

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 29. AFTER touching a new low record at 3.17, the sterling rose on New York recovered to 3.18 7/32 today.

Business on the London Stock Exchange was at a low ebb, pending definite news of the war debt situation.

British funds closed above the worst, with War Loan Assented 95.15/16.

WHITE PYTHON'S HUNGER
STRIKE

[REUTER'S SPECIAL MAIL SERVICE.]

LONDON.—The white python at the Zoo has been on a hunger-strike for four months, and at last he has been forcibly fed.

Apart from the fact that he is more slim than he should be, the python is apparently in the best of health. But he has persistently refused even the most tempting and varied food.

At last, two eggs were beaten up with milk and a little glucose, and the python was scientifically fed with a stomach pump.

He still refuses to take food voluntarily.

HONG KONG HOTEL ROOF
GARDENCHINESE RESTAURANT
DINNER DANCE TO-NIGHT.

The management of the Hong Kong Hotel advises that arrangements have been made for the opening of the Roof Garden Chinese Restaurant, and the event, which is to take place to-morrow, December 1, will be marked by a Special Chinese Dinner Dance which will be kept up until 1 a.m.

An amenity long desired in a congenial atmosphere there is every reason to believe that the introduction of a Chinese Restaurant in one of the most popular hotels in the Colony will meet with wholehearted support, and the innovation of a dance orchestra during and after the Chinese dinner will undoubtedly provide pleasurable evenings to the Hong Kong Chinese, younger set and to all patrons of the Hong Kong Hotel. The popular "Dance Orchestra" "The Revelers" will furnish the music.

their estates were gone.

The fifth and sixth baronets were compelled to work as agricultural labourers. The eighth baronet, Sir John's uncle, kept an inn in an English village. His wife, who died ten years ago, acted as hostess in the bar.

Sir John's father was station master in a remote country district in Ireland.

The new baronet, a son of Sir John, is only six years old.

SHANGHAI BOMB
OUTRAGEDEATH SENTENCE ON
KOREAN

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Nov. 29. NEWS has been received in Shanghai that the Osaka Court has passed sentence of death on the Korean, Im Fung Kee, who threw the bomb in Hongkong Park on April 29 last which killed General Shirakawa and wounded Admiral Nomura and Mr. Shigemitsu.

TIBET HOSPICE
PROPOSALACCEPTED BY MONKS OF
ST. BERNARDS

[THROUGH REUTER'S AGENCY.]

BERNE, Nov. 29. A CONGREGATION of the Monks of St. Bernard's today decided to create a hospice for travellers in Tibet, to be constructed at a height of twelve thousand feet in a mountain pass open all the year round.

Three monks are travelling to Tibet to make the necessary arrangements in January.

ENGLISHMEN NOW
HEALTHIEROPINION OF U.S. CONSUL
IN LONDON

[REUTER'S SPECIAL MAIL SERVICE.]

LONDON.—The Englishman of today is healthier, happier and better dressed than he was about fifty years ago, according to Mr. Albert Halstead, the American Consul-General in London, who is retiring now that he has reached the age limit of 65.

For the past four years Mr. Halstead has been Consul-General in London, although he first came to England in 1880. Comparing the times of almost half a century ago with these he said: "The people of London are better dressed today than they were when I first came here. They look healthier, there is not so much drunkenness, and there appears to be more happiness."

"Certainly the natural courage of the Londoners has not decreased. I am not a pessimist in any sense as to the future of the people of England. They have faced their problems with courage and confidence, even if they have some mistakes."

Mr. Halstead said he had only seen one John Bull and that was during the war. He was on a ship entering an English harbour which was met by a little fishing boat.

"In the prow," he said, "stood a man of massive proportions. He was about 50 round the chest, his legs were big and sturdy, and in a voice that echoed across the waters he roared to us, 'Go slow. The pilot ship in front of you was blown up by a German mine just about where you are, and 14 men were killed. Go cautiously!'"

"He himself was not a whit perturbed by the thought of the mines. He stood there calm and unmoved, and he seemed to me to typify the spirit of stubborn determination that is characteristic of the English race."

BARONET-POLICEMAN
DEADSERGEANT OF THE ROYAL
ULSTER CONSTABULARY

[REUTER'S SPECIAL MAIL SERVICE.]

LONDON.—Sir John Echlin, believed to be the only baronet to serve in the ranks of a police force, has died in Ballymena, County Antrim, Ireland, at the age of 42.

Owing to ill-health, Sir John retired in April from the Royal Ulster Constabulary, in which he was a sergeant. He was stationed at Letterkenny, County Fermanagh, and was a popular figure in the district.

His accommodation at the Letterkenny barracks was so restricted that Lady Echlin had to live in lodgings.

Sir John was the head of one of the oldest Scottish families. Two hundred years ago, the Echlins possessed large estates in Scotland, as well as domains in Kildare, Carlow, Dublin, Galway and Mayo.

When Sir John retired on pension, he was earning about £7 a week.

The third, fourth and fifth baronets sold land recklessly in order to raise money, until all

(Continued on Previous Column)

LAND SPEED
RECORDSIR M. CAMPBELL HOPES
TO BREAK OWN TIME

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 29. SIR Malcolm Campbell expects to attempt to break his own world land speed record of 253.0 miles per hour next February.

His old racing car, Blue Bird, has been rebuilt and strengthened and fitted with a 2,500 H.P. Rolls Royce engine of the type used in the Supermarine seaplane with which Flight-Lieutenant Stainforth set up a world air record of 407.5 miles an hour.

The car will be shipped to Daytona Beach, Florida, in January.

OBITUARY

M. ZINOVIEFF

[THROUGH REUTER'S AGENCY.]

MOSCOW, Nov. 29. THE death occurred today of M. Zinovieff.

A Denial.

M. Zinovieff's death is semi-officially denied.

It will be recalled that the "Zinovieff Letter" was responsible for the fall of the first Labour Government in Britain.

In Hong Kong
To-Day

FAIR

YESTERDAY'S WEATHER REPORT, FORECAST AND REMARKS, ISSUED BY THE ROYAL OBSERVATORY AT 5.35 P.M., STATED:—

THE ANTI-CYCLONE REMAINS STATIONARY OVER N. CHINA; THE TYPHOON APPEARS TO BE PULLING UP TO THE NORTH-EAST OF THE DALLIANZ CHANNELED. FRESH TO STRONG MONSOON WILL PREVAIL OVER THE CHINA COAST AND OVER THE NORTHERN CHINA SEA.

LOCAL FORECAST:—N.E. WINDS, FRESH; FAIR.

GOLD ON THE ENGLISH
COAST?FINE PROSPECT FOR
WESTCLIFF

[REUTER'S SPECIAL MAIL SERVICE.]

LONDON.—Gold may lie under sands of the beach at Westcliff where crowds on holiday take their summer sea-bathing. At least a London firm of metallists believes there is.

They have written to the Southend Pier Committee for permission to prospect for gold on the beach. The Committee do not intend to act on the offer, but they have recommended that a stretch of the shore be purchased, just in case it might prove valuable.

Reporting to the town council, the Committee, who control the whole of the Southend sea front, said:

"A letter has been received from a London firm of metallists inquiring whether the committee would be willing to defray the cost of experiments to confirm the firm's assumption that there is gold in the beach at Westcliff, and inquiring what reward or royalty be paid them in the event of their assumption being correct."

"BETTER OFF IN CHINA"

ESSEX WOMAN ON WATER
SUPPLY

[REUTER'S SPECIAL MAIL SERVICE.]

A woman's declaration that she had been better off in China than she was in Britain was made at Messing, near Tiptree, Essex, when an inquiry was held into the Lenden and Wintress Rural Council's application for sanction to borrow £10,000 for supplying the Essex village of Layermarney, Messing, Inworth and Layerbretton, with water.

After officials of the Council had outlined the scheme, which was stated to be absolutely necessary, Mrs. Frayer, poultry farmer, Newbridge Hill, Messing, told the officials that she had come to Messing from China. She had no water to wash her clothes and last winter she had to put snow in the kettle for drinking water. She added: "I have given up all hope of a bath. I am worse off in England than I was in China, where I always had enough water to keep myself clean."

Mr. Jonson, of Layerbretton, said he lived where a public house used to be, but the customers and whisky they had no water to put in it. (Laughter).

No objections were raised to the scheme, and the inquiry closed.

JAPANESE EMBASSY
AT CHANGCHUNOFFICIAL OPENING
TO-DAY

[THROUGH REUTER'S AGENCY.]

TOKYO, Nov. 29. GEN. MUTO will be gazetted ambassador to Manchukuo to-morrow, when, it is officially announced, the Japanese Embassy at Changchun will be opened.

It is expected he will shortly present his credentials to Mr. Pu Yi.

JAPAN'S RECORD
BUDGETTO MEET BIG ARMY
OUTLAY

TOKYO, Nov. 29.—The cabinet today approved the largest budget in the history of Japan, totalling 2,220,000,000 yen, in the face of persistent warnings of influential financiers.

Much of the increase is to meet the increased outlays and estimates of the army, engaged in pushing the current Manchurian campaign, and of the navy, estimates of the two services being granted in large measures.

The budget for last year was approximately 1,450,000 yen and there is a heavy current deficit, expected to be increased to more than a billion yen as a result of the new budget. Comparisons of the two years is difficult however because of the depreciation of the yen, now at only about half its previous value in terms of the gold standard, which was abandoned last December.

Army and Navy Demands.

The army's demands were about 550,000,000 yen and the navy's about 180,000,000 yen in round figures were for twelve more months of the army's Manchurian campaign and 170,000,000 for new arms and ammunition for the army.

Anxiety.

While the budget was under consideration a number of Japanese leaders and the Press expressed anxiety concerning the size of the appropriations asked by the military services for the new fiscal year. One high authority said that if the deficit is to continue to increase at the present rate, it will not be long before the entire taxation revenue of the empire, which has not greatly exceeded 700,000,000 yen, will be required to pay interest on the national bonds.

The present national debt totals about seven billions. On April 30, 1930, it totalled 5,939,000,000 yen, of which the foreign debt, all funded, was 1,447,000,000 yen.

VILLAGES TERRORISED
BY A COWPURSUERS DETIED AND PUT
TO FLIGHT.

Four villages in the vicinity of Alton were terrorised by a mad cow.

It was one of a herd of 43 on Wivelrod Farm, and turned on a herdman who went to bring it from a field. In its subsequent adventures.

It routed four cowmen armed with prongs who cornered it, and found its way into Theoden Wood, where it spent the night.

It routed a cordon of similarly armed men in the morning and entered Bentworth Lodge, occupied by Major Bruce, where it broke up the lawn, tossed a ball over a six-foot fence, and leapt over the fence after him.

It was next seen in Bentworth village, where it attacked a milk float and the vicar's maid, Miss M. Williams, who ran back to the vicarage, and a message was sent to the village school to keep the children safely inside.

It followed Miss Williams, tore up the vicarage lawn, knocked down hedges, and entered a paddock, which is surrounded by an iron fencing with barbed wire on top.

It put to flight the vicar (the Rev. J. D. McCready) and his wife when they approached it, and all the afternoon defied picked cowmen who, with ropes, tried to lasso it, and is still at large.

sporting opponents acted as each other's strikers.

(Continued on Previous Column)

NEW UNIFORM FOR
ARMY?PUTTEES GIVE WAY TO
LEGGINGS

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 29. NEW uniform and equipment, which, if finally adopted, will considerably alter the appearance of the British Army, were officially shown for the first time in London today.

Striking features are a light waterproof hat of the deer stalked pattern, which can be folded into the pocket, an open-necked tunic and shirt, dull bronze buttons and badges.

The decision is not final regarding the trousers but those shown today were similar to the Guards pattern, with short web leggings.

The purpose of the new uniform is to reduce weight, increase comfort, and generally to be more hygienic.

Lighter Equipment.

The new equipment which is about seven pounds lighter than the old, discards the waterbottle and the haversack, reduces the size of the bayonet, has a new pattern entrenching tool, and contains an easily detachable pouch which has already been issued to two battalions as an experiment.

SEA CRUISES DURING
WINTERBRITISH SHIPS TO "FOLLOW
THE SUN"

[REUTER'S SPECIAL MAIL SERVICE.]

LONDON.—The summer sea cruises, which have proved so popular with British holiday-makers and a windfall for the shipping companies at a time when they were suffering from acute depression, are not to cease with the approach of autumn, but are to continue right through the winter.

With "Follow the sun" as their slogan, the steamship companies are arranging cruises to Palestine, the Mediterranean, the West Indies and other parts of the world, up to Christmas and in some cases even until Easter. The experience of the summer suggests that they will be well patronised and that this year quite a number of English people will eat their Christmas dinner on the high seas.

The popularity of sea cruises in place of jaunts to Switzerland and France is attributed in part to the high charges which British visitors to the Continent find themselves called upon to pay owing to the depreciation in the sterling exchange.

HANDICAPS OF THE ONLY
CHILDHEADMASTER'S UNFAVOUR-
ABLE VIEWS

[REUTER'S SPECIAL MAIL SERVICE.]

LONDON.—The only child tends to be poorly equipped for the battle of life, according to Dr. C. P. Morton, Headmaster of Leeds Modern Boys' School.

He was addressing the Leeds Rotary Club on the subject of the "difficult" child and said that the only child often turned to be over-fathered, over-mothered, self-centered, self-indulgent and a poor competitor in life, which was a poor more keenly competitive than ever.

Dr. Morton held that the difficult child was, in most cases, made before coming to school.

He instanced the child with a jealous step-father or step-mother, a victim, it might be, of unjust fault finding.

There was also the timorous and perhaps perverted child of a masculine mother, the rebel or neurotic child of a patriarchal father, the child with an inferiority complex who had been eclipsed by a parent. Even grandmothers could exercise a bad influence by molly-coddling or gratuitous moralising.

BRITAIN'S CHAMPION
BLACKSMITHTWELVE MIGHTY
COMPETITORS

[REUTER'S SPECIAL MAIL SERVICE.]

LONDON.—Amid the roar of furnaces and the clang of blows, on the anvil, twelve mighty men struggled to win a title of supremacy in one of the world's oldest crafts—the title of Champion Blacksmith of Great Britain.

Each of these twelve men of strength and skill was a champion, or runner-up in one of the great county or national shoeing competitions.

The competition resolved itself into a struggle between the winner and runner-up at this year's Royal Show—A. A. Thomas and M. J. Clarke.

Clarke meant to reverse the result of the Royal Show contest. He succeeded—but only by a quarter of a point.

Each competitor had to provide his own striker, and these two

(Continued on Previous Column)

M.C.C.'S FOURTH
VICTORYN.S.W. DEFEATED BY
INNINGS AND 44 RUNS

[THROUGH REUTER'S AGENCY.]

SYDNEY, Nov. 29. A SMALL crowd was present when the home side continued batting yesterday and at lunch the score-board read 200 for 6, J. Cummins being undefeated for 71 and Don Bradman 23.

Cummins failed to add to his score after the interval and was dismissed for 71 scored in 77 minutes. Included in his innings were twelve boundaries. Owing to the attack of influenza which seized him on Saturday, W. A. Oldfield, the Australian stumper, was unable to bat.

Vos, the Nottingham bowler, followed up his innings of 40 by returning the following bowling figures:—

O. M. R. W.
16 1 85 6

G. O. Allen, the Middlesex fast bowler, took 3 for 52, and F. R. Brown, the Surrey all-rounder, took 2 for 10.

Don Bradman by scoring 23 dispelled all doubts as to his being unable to play in the first Test which commences on Friday. With the New South Wales match concluding a day earlier than was expected, Bradman will be able to get in three days' complete rest, and thus hopes to be perfectly fit for Friday.

Scores as cable by "Reuter" follow:—

N.S.W.: 273 (D. G. Bradman 18, J. H. Fingleton 119 not out, S. McCabe 47, G. O. Allen 5 for 69, Tate 4 for 13).

M.C.C.: 540 (Butcliffe 162, R.E.S. Wynt 72, Nayab of Patandhi 61, Ames 60, Voce 46, S. Hird 6 for 163, W. J. O'Reilly 4 for 60).

N.S.W.: 213 (J. Cummins 71, D. G. Bradman 23, Voce 5 for 85, G. O. Allen 2 for 52, F. R. Brown 2 for 10).

U.S.-AUSTRALIA
TEST TENNIS

CORRECTED SCORES

[THROUGH REUTER'S AGENCY.]

BRISBANE, Nov. 29. IN the U.S.-Australian Tennis Test Match, Moon and Sproule beat Allison and Van Ryn 3/0, 6/3, 6/4, 0/3. America thus won by 8-2 and not 9-1 as stated in our issue of Tuesday.

NOT MUCH OF A WATCH
DOG

STORY OF A STOLEN CHOW:

At the Kowloon Magistracy yesterday when a chow was charged, before Mr. Butters, with stealing a dog, Sgt. Madgwick, who prosecuted, said, there have been several thefts from a public latrine in Pakhoi Street recently. The complainant in this case, who was employed as a keeper of this latrine, tried to check the thefts, and, as a last resource, he went to Kowloon City where he bought a dog to keep watch over the latrine. He brought this dog—a brown chow—out from Kowloon City on Saturday afternoon. He kept it tied to his quarters, near the latrine, but on returning to the latrine he found that the animal had been stolen.

Some of his neighbours, however, saw his dog being led along the street by a strange man, who was questioned and later arrested.

His Worship imposed a fine of \$50 or five weeks.

JUNIOR CRICKET
NOTESINDIANS-RECREIO MATCH
REVIEWED

[By "L.B.W."]

My first duty this week is to congratulate U. R. Wynne of the Police Recreation Club on scoring the first league century of the season and my pleasure in doing so is doubled as it is indeed a credit to the junior team. Wynne is essentially a hitter and he invariably gets a lot of runs whenever he turns out for the Police. Such occasions, unfortunately for the Police are few. The Police are rather weak in batting, and it only duty allows Wynne to turn out regularly they would be very much strengthened especially as this player is one of those who gets his runs very quickly. It was mainly due to his efforts that the Police won so comfortably against the Engineers for he not only hit up a hundred odd runs but also took three wickets cheaply.

Indians Win.

The Indian Recreation Club overcame a very dangerous obstacle to their chances of retaining the shield for the third year in succession when they beat the formidable Recreio eleven last Saturday by 102 runs. The teams started on level terms, both having lost a game earlier in the season, and as both were in the running for championship honour, the struggle promised to be a keen one. The Indians, however, rose to the occasion in a manner worthy of a champion team and after declaring their innings closed at 118 for 5, they went on to skittle the Portuguese out for a paltry 46, thanks mainly to a magnificent effort on the part of A. M. Rumjahn who took six wickets for three runs each.

A Bad Start.

The Indians had a very bad start, losing their first wicket for only a couple of runs but after this A. K. Imaill and A. N. Saffad engaged in a partnership which produced 79 runs. A. S. Saffad helped with a rapid 21 and at 3.35 p.m. the I.R.C. skipper applied the closure.

Early Disaster.

The Portuguese team started their innings at about 4 o'clock and Dick Alves took P. M. N. da Silva out to open the innings with him. F. M. el Arculli opened the bowling for the I.R.C. and off his first ball Silva was given marching orders via the l.b.w. route. The others found the Arculli-Rumjahn combination too much to contend with and the team were soon dismissed for 43 runs.

Recreio Fielding Weak.

The fielding of the Recreio team left much to be desired—it was not at all up to their usual brilliant standard. Alves was perhaps the most dangerous bowler for the Recreio but he was a little too modest and did not stay on long enough. Rumjahn was in irresistible form and sent down some good stuff. I notice in a contemporary that Arculli was accused of trying to bowl too fast but I was at the match and do not think that he attempted to do anything of the sort. However, I might be wrong because I have not seen very much of this bowler and do not know just how fast he can bowl.

CRICKET

H.K.O.C. TEAMS ON SATURDAY

The following teams will represent the H.K.O.C. against the Civil Service in their league matches on Saturday, at 2.00 p.m. sharp:

1st XI, at C.S.O.C.—A. W. Hayward (captain), E. J. R. Mitchell, A. O. Beck, E. R. Duckitt, G. S. Dunkley, D. S. Harley, K. A. Munro, A. Reid, C. B. R. Sargent, J. P. Whitham, C. A. Wright.

2nd XI, at H.K.O.C.—T. Gahagan (captain), A. K. Mackenzie, H. J. Armstrong, C. W. E. Bishop, R. B. Davies, A. H. Harbord, L. D. Kilbey, A. D. Lowry, R. S. W. Patterson, P. W. J. Plannor, J. E. Potter.

F.A. CUP

DRAW FOR SECOND ROUND
PROPER

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 28.

THE draw for the second round proper of the F.A. Cup, the last before the entry of the First and Second Division clubs, was made to-day, the luck breaking as evenly as it could possibly do between the north and south.

The Draw.

Exeter City	r.	Scarboro
Cardiff	r.	Gillingham or
Bristol R.	r.	Wycombe W.
Folkestone	r.	Newport
Northampton	r.	Doncaster
Chester	r.	Dartford or
	r.	Yeovil
Reading	r.	Coventry
Bristol City	r.	Tranmere R.
Brighton	r.	Wrexham
Stockport	r.	Luton or
	r.	Kingstonians
Halifax	r.	Workington
Southport or	r.	
Nelson	r.	Swindon T.
Walsall	r.	Hartlepool
Carlisle	r.	Hull City
Accrington	r.	Aldershot
Crewes	r.	Darlington
Gateshead	r.	Margate
Torquay or	r.	Merthyr or
Bournemouth	r.	Q.P.R.

Matches to be played on December 12.

MACAO RACES

PROGRAMME FOR
DECEMBER 18

The draft programme for the Macao Jockey Club's Sixth Extra Race Meeting which has been fixed for December 18, is as follows:—

1.—1.30 p.m.—The Ascot Handicap.—Winner \$200. Second \$100. Third \$50. For China ponies, subscription ponies of this Club of any season that have not won more than one race this year. Entrance \$5. Six Furlongs.

2.—The Haydock Park Plate.—Winner \$200. Second \$100. Third \$50. For unplaced China ponies classified by the Hong Kong Jockey Club as "D" Class at date of entry. Weight for inches as per scale. Entrance \$5. Seven Furlongs.

3.—The Hurst Park Handicap.—Winner \$200. Second \$100. Third \$50. For China ponies classified by the Hong Kong Jockey Club as "C" Class at date of entry. Entrance \$5. One Mile.

4.—The Alexandra Park Handicap.—Winner \$200. Second \$100. Third \$50. For China ponies classified by the Hong Kong Jockey Club as "E" Class at date of entry and subscription ponies of this Club of any season. Entrance \$5. One Mile.

5.—The Gosforth Handicap.—Winner \$200. Second \$100. Third \$50. For China ponies classified by the Hong Kong Jockey Club as "D" Class at date of entry. Entrance \$5. One Mile.

6.—(Unofficial) The Ladies Race.—Winner \$200. Second \$100. Third \$50. A Cup will be presented to the winning rider. For China ponies classified by the Hong Kong Jockey Club as "E" Class that have been unplaced. Weight 145 lbs. To be ridden by ladies. Ladies who have not won a race, allowed 10 lbs. No whips or spurs allowed. Entrance \$5. Once Round.

7.—The Lingfield Handicap.—Winner \$200. Second \$100. Third \$50. For China ponies, subscription ponies of this Club of any season. Entrance \$5. 14 Miles.

FANLING HUNT

Hounds will meet as follows:—

Dec. 4, 3.15 p.m.—The Hunters Arms.

Dec. 7, 3.15 p.m.—Kennels.

Dec. 11, 3.15 p.m.—Sheungshui Cross Roads.

Dec. 14, 3.15 p.m.—Pots Bungalow.

Dec. 18, 3.15 p.m.—Lok Ma Chau Cross Roads.

Dec. 21, 3.15 p.m.—Kennels.

CLAIM ON MOTOR
CARQUESTION OF WARRANTY
RAISED

JUDGMENT RESERVED

Judgment was reserved in the case which came before the Puisne Judge, Mr. Justice Wood yesterday, in which a claim for \$1,000, balance due on a car sold to Albrecht Sander, c/o Messrs. Sander, Weiler and Company, Dea Vaux Road, on April 30 last was made by the Asintie Motor Car Co., Ltd.

At a previous hearing the claim was admitted by defendant, who was represented by Mr. Nigel (Messrs. Johnson, Stokes and Master) and who issued a counterclaim in which he stated that at the time of the sale the car was warranted to be the latest model Auburn Custom Sedan, which car contains certain features of construction, namely Startax, Lovejoy ride-control hydraulic shock absorbers, and dual ratio. The car supplied to defendant was not the latest model but a 1931 model and did not contain the special features enumerated.

It was warranted at the time of sale to be in perfect running condition and without any defects. The car was, in fact, not in running order and the sum of \$72.40 had already been spent by defendant in putting the car in good running order. He counterclaimed for damages for breach of warranty and \$72.40 the cost of repairs executed by him. He limited his counterclaim to \$1,000.

Mr. F. C. E. Rendall (Messrs. Russ and Co.) was for the plaintiffs.

Manager's Evidence.

Chan Wa, manager of the Asintie Motor Car Co., stated that on April 30 there were no 1932 models in stock. His instructions were for the car to be sold to Mr. Sander for cash. The first cheque was paid on May 2 to witness, as also was the second cheque on May 17. When he paid the second cheque, Mr. Sander stated he had not enough money to pay the balance. When witness asked him when he would pay, he said he would pay by the end of May. He then referred to the car as "all right and running well." Mr. Sander made no comment about the car not being a 1932 model. Later in May, witness saw Mr. Sander again about payment but there was no mention of the model of the car. Mr. Sander stated he had no money at the moment.

The Test.

In June, Mr. Sander brought the car to garage to have the petrol consumption tested, as he stated the car only did nine miles to the gallon. Witness tested the car and the result was that the car did 10 miles to the gallon. Mr. Sander was not satisfied, so was given a gallon of petrol and he took the car up the Peak himself. By letter, dated June 28, Mr. Sander told witness the car would do nine miles only to a little under a gallon of gasoline.

Mr. Rendall: Is the car you sold to Mr. Sander a Custom Sedan?

Witness: Yes.

Answering Mr. Nigel, witness said when the chauffeur took the car to the company's garage he said the only thing wrong was that Mr. Sander did not know how to drive.

\$1,000 Reduction.

Asked by Mr. Nigel why he sold a car invoiced at \$6,000 for \$5,000 to Mr. Sander, witness said it was because Mr. Sander had intended buying a car from the Hong Kong Hotel, and because of competition. He denied that the car was sold because it was a last year's model and must be sold at any price. The 1932 standard model was equivalent to the 1931 Custom Sedan model.

Ah Wing, sales manager, said he sold the car to Mr. Sander in April. He first saw Mr. Sander in his office on April 18 because he heard he wanted a car. He went there in an Auburn Standard 1932 car, the car he later sold to Mr. Sander. Mr. Sander drove to the company's showroom and later to his home on the Peak. On the way they discussed the price and witness told Mr. Sander the car would cost \$5,700 cash. On April

(Continued on next column.)

ALLEGED ASSAULT
AT WANCHAIDEFENDANTS AND COM-
PLAINANT BOUND OVER

Before Mr. Schofield at the Central Magistracy yesterday, Cheung Pui, 34, unemployed, and Wu Chun, 44, a plasterer, were charged with assaulting a woman named Yeung Pui Fong at her residence in Wanchai Road on November 28.

After several witnesses had given evidence, the Magistrate said that he viewed with grave suspicion the story of the complainant. He released the first defendant on a personal bond of \$50 to be of good behaviour, and fined the second defendant \$10 or 14 days imprisonment, but bound him over also in a personal bond of \$50.

The complainant was also bound over in a bond of \$50 to be of good behaviour.

GIRL GUIDE ENROLMENT

PLEASANT CEREMONY AT
SANDILANDS HUT.

A very enjoyable little ceremony—the enrolment of a number of Guides took place yesterday afternoon, at Sandilands Hut when Mrs. Southern performed the due ritual, for four guides, after which she gave a very amusing little talk, about the time when she was herself enrolled by Lady Baden Powell in Ceylon.

After this, the guides played a number of games and gave a very pretty dance for Mrs. Southern; meanwhile Mrs. T. H. King showed all the visitors round the new hut, which is a delightful place.

When Mrs. Southern left the guides formed a guard of honour. The Company, by the way, like the Volunteers, wants more recruits!

LEPROSY GERM ISOLATED

UTAH DOCTOR'S CLAIM.

Salt Lake City, Utah, Nov. 24.—Dr. George Thomas, President of the University of Utah, announced to-day that a micro-organism, believed to be the cause of human leprosy and animal tuberculosis, has been discovered and isolated. The discovery, Dr. Thomas said, has been the result of painstaking research and experimentation by Dr. L. L. Daines, dean of the university, and Harold Austin, instructor in bacteriology.

Dr. Daines and Austin contemplate pursuing their investigations at leper colonies in Hawaii and Louisiana.

Witness again went to Mr. Sander's office and was told that the Hong Kong Hotel was sending a Studebaker to take him back to the Peak.

Terms of the Sale.

The Judge: Did you show Mr. Sander a 1932 model car?

Witness: No.

The car sold to Mr. Sander, said witness, was invoiced as a 1931 8.93 Custom Sedan model which was identical with the 1932 Standard model. The terms for sale were that the whole amount should be paid within a month. No deposit was paid when the car was delivered on May 1. Witness suggested a chauffeur and engaged one for Mr. Sander. On May 2, he again went to Mr. Sander's office and collected a cheque for \$2,000. He gave Mr. Sander a book of instructions relating to the 1931 Custom Sedan and the 1932 Standard model.

Mr. Rendall: Did Mr. Sander ask you what model it was?

Witness: Yes, and I told him it was the latest model.

Witness said he agreed to service the car for Mr. Sander. On May 17, another \$2,000 was paid, Mr. Sander stating the balance would be paid by the end of the month. At this time a complaint was made about petrol consumption.

After Mr. Rendall and Mr. Nigel had addressed the Court, judgment was reserved.

WORLD'S BEST
DIVEROLYMPIC CHAMPION GIVES
EXHIBITION

REMARKABLE DISPLAY

It is not given to many people in Hong Kong to see a world champion in any branch of sport giving an exhibition in his line, but those who went to the Chinese Bathing Club last night were treated to a remarkable diving display given by "Dutch" Smith the 1932 Olympic High Diving Champion and F. Simaika, who was runner-up in the same event in 1928.

From the quality of the performance, it is a pity that the attendance was comparatively small. Much inferior performers have passed through the Colony and have drawn better crowds than did Smith and Simaika last night.

The exhibition was confined to springboard diving, but these two well-known and accomplished exponents made such a good display that during the half hour of entertainment which they provided, thrill followed thrill, and there certainly was plenty that was new to Hong Kong.

The familiarity which these divers showed to the springboard and the manner in which they performed acrobatic tricks on the board itself was wonderful.

Quite a number of swimming enthusiasts were among the gathering and these must have been struck dumb by the way in which Smith made use of the pliability of the board. In a plain dive he rises about ten feet above the board before gracefully swinging round. The board was a bit too low to permit of a tip-top exhibition and the lighting arrangement left a good deal to be desired, but on the whole these handicaps did not make much difference to the divers. Their "twists" and "half twists" besides being beautiful to watch were really object lessons in what a human can do with his body after a little training. The somersaults were good, and when the divers gave a two-and-a-half somersault each, the audience were spellbound, considering the fact that the springboard was about ten feet above the water.

(Continued on next column.)

BANNED PLAYS ONLY
THE INDEPENDENT THEATRE
CLUB

London. Plays which have been banned by the Lord Chamberlain, and hence cannot be shown in the commercial theatre, are to be produced by a new organisation which has been started in the West End of London.

Its first play will be Emil Ludwig's "Versailles" Mr. Lloyd George, Clemenceau, and President Wilson are among the characters in this play. In one scene Clemenceau is shown doing physical exercise in a pair of shorts.

This play cannot be shown in public in Great Britain because it deals with living personalities.

The new enterprise, the Independent Theatre Club, has taken the Kingsway Theatre. Only members of the Club will be able to buy tickets.

The promoters say that the Independent Theatre Club stands for freedom in the theatre, freedom of thought, freedom of production of plays.

"Uncensored plays," it is added, "do not of necessity mean unpleasant or immoral plays. Under the censor's regime it is impossible to do plays dealing with living personalities, international situations of current interest, political affairs of highly-placed personages, all of which are subjects fraught with drama."

One of the hardest dives, which will carry the highest point at the next Olympic sports was executed by Simaika. This was a one and a half somersault with a full twist during the somersault. The twist is given during the first third of the somersault and Simaika executed this dive so rapidly that it was difficult to believe that all he had in the way of assistance was the "spring" of the springboard.

The exhibition wound up with some fancy swimming by Smith and in all it was well worth going a long way to see. The two men went up to Canton last night where an exhibition will be given in Tungshan to-day. They will return by the afternoon train and give an exhibition to-night and again to-morrow night and no one who would like to see what a good diver can do, should miss the exhibitions.

THE NAVY'S MASCOT
IS DEADFAMOUS BULLDOG SERVED
IN FIVE SHIPS

[REUTER'S SPECIAL MAIL SERVICE.]

London.—His full rank was Leading Dog Bonzo Barham, R.N. (Retd.). He served four years with distinction in the battleship Valiant last year, and suffering from the boredom of a landman's life, he died.

He tried to settle down to shore life with Marine Collins, of Chatham, on his retirement, but when Collins sailed for service on the South Africa station a few months ago, Bonzo went into a rapid decline.

Bonzo Barham was a typical English bulldog. He had a complete set of Service papers, just like any naval rating. His record says that he volunteered for service on June 14, 1928, in the Barham. He served aboard five ships and saw the life of many foreign stations.

His Record.

His papers record him like this: Trade brought up to: Bone merchant.

Religious denomination: Episcopalian.

Nearest known relative: Elfreda, pug, ann.

Stature: 1 ft. 5 in.

Hair: white.

Eyes: Bloodshot.

Marks, wounds, scars: Teeth marks on right ear.

In October, 1928, Bonzo was awarded his football coat and in the same year he passed for Leading Dog. He was twice awarded "hurt certificates." One of them reported that "while superintending work of dockyard men at Malta he was injured by being struck in the right eye by a blast of air from the compressed air pump line and sustained the loss of the sight of the right eye. It was recorded that he was sober on the occasion."

Conduct "Fair."

Two extracts from his Conduct Sheets show that:

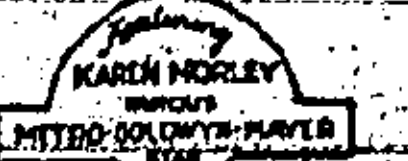
Dec. 23, 1929.—Did use threatening and insulting when addressing Calypso (Codfish), Captain's Cat, 1st Class, while in the execution of his office, and in aggravating circumstances, namely, during Captain's children's tea party.

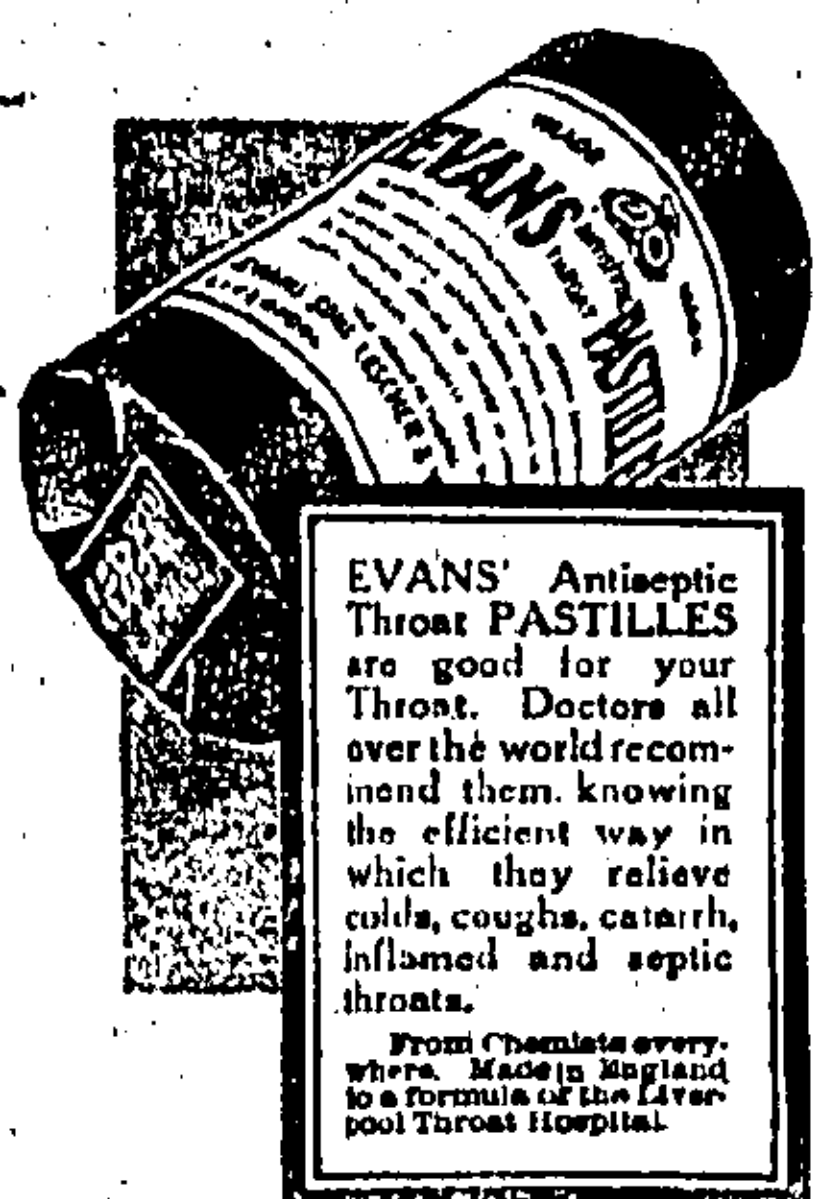
Oct. 14, 1930.—Did improperly leave H.M.S. Barham and remain away for over 48 hours.



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BOOKS and READERS

SEVEN AUTUMN NOVELS

SUNSET SONG. By Lewis Grassie Gibbon. Jarrold.

THE HAIR SHIRT. By Doris Westwood Hutchinson.

WALKER WIMPER. By George C. Foster. Chapman and Hall.

THE LOVE OF IRENE. By Alan E. Porter. Herbert Jenkins.

THE BLACK NAT. By John Halstead. Stanley Paul.

PERSONAL MAID. By Grace Perkins Wright and Brown.

MISSING FROM HIS HOME. By Clifford Hosken. Putnam.

The first of these novels is the story of the passing Scottish crofter; of dry humour and hard work in Kinraddie, beneath the Grampians; of the families who lived there, their lives and daily gossip. The heroine is real and unromantic, quite capable of having a scrap with her husband, unforged by the author both in her tragedy and more hopeful ending. Like all Kinraddie folk she is alive and canny, and the dour charm of the place runs through the book like a refrain. It is Kinraddie all

through, and if the people are to some extent symbols they are unconscious of the honour and the implications. Altogether an excellent piece of work, which should not be judged from the opening passages where the author is unduly conscious that he is a Scotsman writing in dialect for English readers.

"The Hair Shirt" also involves the war as an incident, but is otherwise as far removed from Mr. Gibbon's crofters as it could be. It concerns Stephen Courtney, a nervous secretive boy, unfortunately brought up, and mentally smashed by the war. A "daffie poet child" they would have called him in Kinraddie with his friendship for old Heinrich Ernst of the animal shop and all-sustaining intimacy with the rich protector of his youth. Nor would they have had any more sympathy with the belief that pain is only mental, in which he ultimately finds happiness, when success has already come to him as a poet.

Modern Saga.

The Saga form is becoming too fashionable. It takes something bordering on genius to keep such a structure homogeneous; and Mr. Foster's rather rambling story of two families' fortunes from 1859 to 1932 has not that magic touch. The Gullivers were descendants of an Elizabethan grocer, while the Eastings had come over with the Conqueror; but, truth to tell, their feuds, love affairs, buying and selling do not interest us very profoundly, either in themselves or from Mr. Foster's presentation of them. And the eventual pairings off are more than a little trite.

"The Love of Irene" describes the struggles of Hugh and Irene to raise themselves financially out of the rut of suburban life. Irene started a Beauty Parlour in their own home, and was at first successful. But she couldn't attend to her family and business, and the former were neglected, and all fell ill in alarmingly rapid succession. Finally Irene collapsed herself and quarrelled with her husband. Bills are owing, and even the water pipes burst. However, Irene and Hugh make up their quarrel and the book ends on a more hopeful note. The possibility of such a large quantity of coincidences had luck may be questioned, but the picture of suburban life is well presented and the characterisation, particularly of the children, is good.

New York.

"The Black Nat" is a story which moves well, but it is not for bed-time use.

Living quietly with an old, senile uncle, whose chief interest is in flowers, Hester Truman can never forget a double bangle on her right arm, exquisitely tattooed in eastern arabesque. On the evening when the story starts this tattoo brings into her very ordinary life danger and a mystery which is not explained until the end. The ingredients include a dangerous criminal, whom she meets as a friend, an Oriental hypnotist, and a sinister society of the type which Sax Rohmer has made familiar. We are asked to believe that Hester has never in her life questioned her uncle, about the tattoo she hates, and that there exist in Upper Burma unknown valleys of priceless jade, ruled by a noble who is afraid of the turmoil which would follow their announcement.

The first few pages of this story, describing life in the East Side of New York, "built by the Irish and run by the Jews," give one an inkling of what the writer could do if she could forget the movies as a possible destination for her stories. These pages are full of thumbnail sketches of quite remarkable intensity and power. Then the history of Nora Ryan's adventures as lady's maid begins, and we are in a movie world at once. But in spite of that the story is told with immense gusto, and if Nora is rather "hard-boiled" at times, we can hardly blame her when we consider her luck in the matter of her employers, and her initiative deserves success.

Mystery.

"Missing from His Home" is certainly a mysterious mystery. The twin disappearances of Captain Bayne in England and Italy, his reasons for doing so, and what happened to him, start the fast and furious fun. His cousin, trying to find him, comes upon an old plot for revenge which began in an espionage case during the War. An Italian gang, a crooked solicitor, several people who are not what they seem, mistaken identities, inefficient shadowers, and unexpected attacks all play their parts in the well worked out problem. This is not solved until the last chapter to the sound of anticipatory wedding bells, the result of an incidental love story.

VIRGINIA WOOLF

VIRGINIA WOOLF
By Winifred Holtby. Gs. net.
London: Holtby.

THE COMMON READER
Second Series. By Virginia Woolf. 10s. 6d. net. (London: The Hogarth Press).

Miss Holtby's long essay fills for readers of Virginia Woolf (who is a sister-in-law of Mrs. Southern) a long-felt want; for there are still far more who read her than understand her, and it is the first fairly comprehensive study to be accessible to the general reader. In essential understanding of her subject, she does not perhaps go far beyond that revealed in Mr. Edwin Muir's short essay on Virginia Woolf, but her greater scope allows

her to develop her criticisms further than his, and she has, besides, the subsequent maturer work of the writer — "To the Lighthouse," "Orlando," "The Waves," and "A Letter to a Young Poet" — to deal with. Her greatest sin is the pardonable one of idolatry; she does certainly at times pitch the pipe too high. Her next is the tendency to take too literally some of Mrs. Woolf's pronouncements, but this affects more general criticisms than her analysis of the novels, and it is the latter that is the valuable part of her work.

No detailed account of the facts of Virginia Woolf's life is attempted. We are given a picture of her cultural and domestic background as far as it affects her works — the daughter of Leslie Stephen, the sister of Vanessa Bell, the wife of Leonard Woolf — and then plunged into an analysis of her writing.

Experiments in Technique.

Before Mrs. Woolf wrote "Jacob's Room," she published a small volume, called "Monday or Tuesday," of short stories experimental in technique in which she stretches prose to the fullest limits of intelligibility, tries how far it is possible to discard description, discard narrative, discard the link-sentences which bind ideas together. Without writing poetic prose, she adopts the method of poetry for her prose. This is the technique she develops from now on, this together with the dropping of plot; like the poets she will present sensations, emotions, and processes of thought with only lightly indicated backgrounds. There are according to Miss Holtby, two stages in this development, the first represented by "Jacob's Room," which she calls the cinematograph where sensation, emotion, thought, and action appear as a series of visual pictures, and the second, represented by all the subsequent novels "The Waves," which she calls the orchestral, and in which senses, thoughts, emotions, will, memory, fancies, the impact of the outside world, action, and conversation each play a different instrument.

Mrs. Woolf as Critic.

In her final estimate of the novels — a very just one — Miss Holtby ventures to prophesy that Mrs. Woolf's range will remain limited, her contact with life delicate and profound rather than comprehensive; that her novels will grow more subtle and intricate as her criticism grows more orderly, stiffened perhaps into some kind of system. There is no evidence as yet in this second series of "The Common Reader" of the stiffening into a system. The essays are for the most part reprints from the "Times" Literary Supplement, "Life and Letters," "The Nation," and other periodicals; and they exhibit the same elasticity of mind, the same catholic taste, the same sanity of judgment as made the first series both important criticism and delightful reading. They are written, above all, in a wonder, Elizabethans and the poetry of Donne (full of the evidence of enjoyment) to the novels of Gissing, and Meredith and Hardy. In these last Mrs. Woolf adds considerably to what she has already written of the modern novel in the First Series. Mrs. Woolf's criticism is in line with the progressive aspect of her own work. Both as critic and as novelist she is one of the most important literary figures of the age.

HONG KONG TIDE TABLE

From November 30, to December 6 1932.

HIGH WATER.				LOW WATER.			
Day.	Time.	Height.	Day.	Time.	Height.	Day.	Time.
Wed.	30	12.11	5.2	06.05	0.6	Thur.	1
Thur.	1	13.10	4.9	05.59	0.7	Fri.	2
Fri.	2	14.00	4.8	05.55	1.0	Sat.	3
Sat.	3	14.50	4.7	05.51	1.4	Sun.	4
Sun.	4	15.15	4.9	05.38	1.7	Mon.	5
Mon.	5	16.20	5.1	05.11	2.0	Tue.	6
Tue.	6	17.30	5.4	04.18	2.6		
		18.30	5.7	03.20	3.6		
		19.00	5.7	02.47	4.6		

SIAM'S TRADE WITH MALAYA

FRIENDLY OVERTURES BY COMMISSIONER

SINGAPORE'S IMPORTANCE AS FREE PORT

An important argument for the retention of Singapore as a free port is indicated in an interview which Mr. H. Christiansen, trade commissioner to the Siam Government, who is on a visit to Malaya, gave to the *Strait Times* last week.

Mr. Christiansen, who is a Dane, has been Siam's trade commissioner for the past two years. He explained that he had come to Malaya to see how trade between Malaya and Siam could be developed to a still higher degree than it stood at present.

His was only an informative visit for the time being, actually, and to prepare for the possible introduction of a Siamese department of trade in Singapore, sending a trade representative here attached to the Siamese Consulate.

Siam's Favourable Position.

"Despite the depression," revealed Mr. Christiansen, "the difficulties with regard to sterling, and the change in constitution, Siam's trade is moving as automatically as before and there has been even an increase in our rice exports. Our crop for next year promises to be good, too."

Mr. Christiansen conceded that they were not getting the same price for their rice as before, of course, but they were selling all they could produce.

"Siam," he continued, "would like to increase her exports to Malaya in other commodities besides rice. We know that to do this we must import more from Malaya. Siam is mainly an agricultural country, but it is developing in every direction and the whole large market of manufactured goods awaits Malaya's attention."

Preserve Transshipments.

The trade commissioner explained that Siam was interested in the export of, besides rice, timber, cattle, fish, and agricultural and garden produce, to Malaya.

Guardedly, Mr. Christiansen commented that he did not know what would be the effect of the Ottawa agreements upon trade between Malaya and Siam but obviously it rested with Singapore to preserve its ability to transship goods to Siam in order to supply Siam with the manufactured goods it needed.

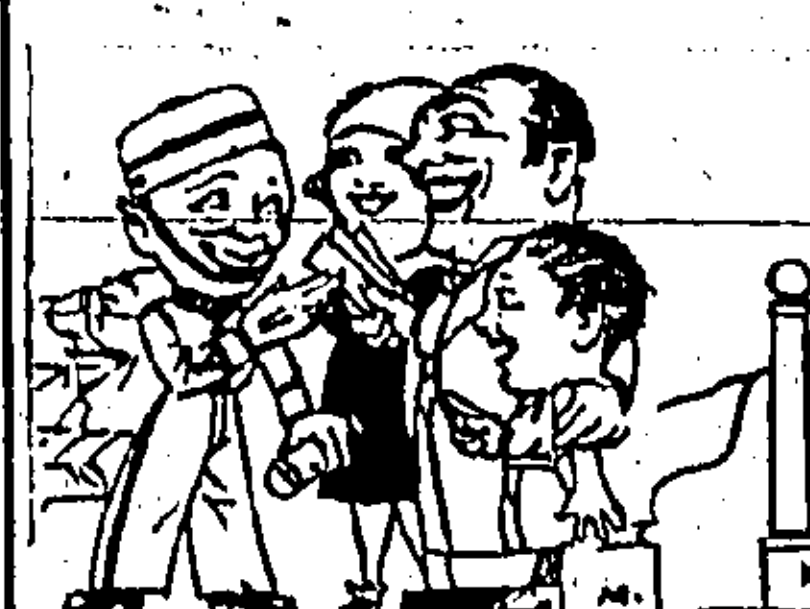
Meanwhile, he understood local manufactures were growing in Singapore.

Trade relations between the two countries had not been effected very much yet.

Siam had not been so badly hit by the present depression as Malaya. They were not so entirely dependent on rubber and tin. There was no unemployment problem in the country.

Systematic Relations Needed.

Mr. Christiansen said Siam wished to bring about more systematic trade relations between herself and Malaya. He had in mind how to bring that about but he could not go into further particulars at the moment.



KING'S THEATRE

Commencing

SAT. 3rd Dec.

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FUN

RIOT

"MOVIE CRAZY"



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MAJOR	Tourers, Saloons.
ISIS	Saloons, Coupes.

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Amoy & Shanghai	"TAIYUAN"	On 1st Dec, 5 p.m.
Amoy & Shanghai	"KINGYUAN"	On 1st Dec, 5 p.m.
Hoihow, Pakhoi & Haiphong	"KUNGOOW"	On 3rd Dec, 2 p.m.
FOOCHOW, WEIHAIWEI	"KUEIHOW"	On 3rd Dec, 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 4th Dec, 10 a.m.
SWATOW & HANGKOW	"KWANGHONG"	On 4th Dec, Noon
FOOCHOW, SHANGHAI & DALNI	"OHINTUA"	On 4th Dec, 5 p.m.
AMOI, SWATOW, HOIHOW & S'PORE	"ANTUNG"	On 5th Dec, 6 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 5th Dec, 10 a.m.
AMOI & SHANGHAI	"TSINAN"	On 7th Dec, 5 p.m.
HOIHOW, PAKHOI & HAIPHONG	"CHENGTO"	On 8th Dec, Noon
SHANGHAI & DAIKIN	"CHENAN"	On 8th Dec, 5 p.m.
SWATOW & SHANGHAI	"KIANGTUNG"	On 9th Dec, 10 a.m.
AMOI & SHANGHAI	"ANHUI"	On 11th Dec, 6 a.m.
FOOCHOW, WEIHAIWEI	"YINGHONG"	On 11th Dec, 6 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SZECHUEN"	On 11th Dec, 10 a.m.
SWATOW & HANGKOW	"KAYING"	On 11th Dec, Noon

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STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGTIE	13th Dec.	20th Dec.	23rd Dec.	8th Jan., 1933.
TAMPING	8th Jan.	13th Jan.	16th Jan.	1st Feb.
CHANGTIE	—	31st Dec.	2nd Jan.	13th Jan.
TAMPING	—	24th Jan.	25th Jan.	6th Feb.

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CHANGTIE, 13th Dec. 20th Dec. 23rd Dec. 8th Jan., 1933.

TAMPING, 8th Jan. 13th Jan. 16th Jan. 1st Feb.

CHANGTIE, 31st Dec. 2nd Jan. 13th Jan.

TAMPING, 24th Jan. 25th Jan. 6th Feb.

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TO HALIFAX (NOVA SCOTIA CANADA),

BOSTON

AND NEW YORK

CALLING AT NAPLES

M.V. "MALAYAN PRINCE" ... Dec. 4th

M.V. "SILVEREYEW" ... Dec. 13th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

For Passage Rates, Freight, etc., apply to—

FURNESS (FAR EAST) LTD.

(Incorporated in Great Britain.)

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DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers Sailing

subject to alteration without notice.

FOR SWATOW, AMOI & FOOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAIPHONG ... Friday, the 2nd Dec., at 3 p.m.

HAIPHONG ... Tuesday, the 6th Dec., at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round-trip tickets will be issued from Hong Kong to FOOCHOW

(Pagoda Anchorage) and Return by the same Steamer at the Reduced

Rate of \$100.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.

General Managers.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

NOVEMBER 29, 1932.											
STATION	HOURS	BAROMETER AT SEA LEVEL		TEMPERATURE	WIND	WIND	WIND	WIND	WIND	WIND	WIND
		Inches	Milli.								
Wladivostok...	12	29.96	781.0	...	E	1	...	...	...	...	...
Namuro...	11	29.80	757.0	...	E	1	...	...	...	...	...
Hakodate...	...	29.84	758.0	...	N	1	...	...	...	...	...
Tokio...	...	29.84	760.5	...	N	1	...	...	...	...	...
Kobe...	...	30.12	765.0	...	N	1	...	...	...	...	...
Nagasaki...	...	30.08	764.0	...	NNW	2	...	...	...	...	...
Kagoshima...	...	30.08	763.5	...	N	4	...	...	...	...	...
Oshima...	...	30.08	763.5	...	NNE	3	...	...	...	...	...
Naha...	...	29.98	761.0	...	E	3	...	...	...	...	...
Ishigakijima...	...	29.90	759.5	...	E	0	...	...	...	...	...
Bonin Island...	...	30.24	769.2	40	NW	6	bc	6	...	...	...
Chefoo...	...	30.83	770.5	51	NNW	2	bc	6	...	...	...
Shanghai...	14	30.87	771.4	52	NNW	6	bc	6	...	...	...
Gutai...	...	...	...	...	...	...	...	...	...	...	...
Wenchow...	...	30.09	761.3	60	E	4	o	7	...	...	...
Foochow...	...	30.09	761.3	67	E	4	o	6	...	...	...
Amoy...	...	30.04	763.1	64	E	3	o	5	...	...	...
Swatow...	...	30.13	765.3	67	E	4	o	5	...	...	...
Taihu...	...	29.95	761.6	72	E	4	o	5	...	...	...
Taihu...	...	29.93	762.2	76	N	4	o	5	...	...	...
Tainan...	...	29.82	760.0	77	NE	4	o	5	...	...	...
Koshun...	...	30.00	763.1	68	NNE	6	o	5	...	...	...
Pescadore...	...	29.84	760.0	73	N	3	o	5	...	...	...
Hong Kong...	14	29.86	761.0	72	N	5	o	5	...	...	...
Gap Rock...	...	29.86	761.0	65	NNE	4	o	5	...	...	...
Macao...	...	30.05	763.6	65	NE	4	o	5	...	...	...
Hoihow...	...	29.89	759.1	72	NE	3	o	5	...	...	...
Pratas Island...	...	30.03	762.8	67	SSW	2	o	5	...	...	...
Phu Lien...	16	29.87	758.8	77	E	2	o	5	...	...	...
Tourane...	...	29.84	758.0	85	SW	2	o	5	...	...	...
Cape St. James...	...	29.77	756.1	76	NNE	2	o	5	...	...	...
Rasou...	14	29.69	754.0	77	NE	4	o	5	...	...	...
Aparri...	...	...	...	...	...	...	...	...	...	...	...
Tuguegarao...	...	29.69	751.6	83	WSW	2	o	5	...	...	...
Vigan...	...	29.70	754.4	77	SW	2	o	5	...	...	...
Manila...	...	29.71	754.6	83	SW	4	o	5	...	...	...
Legaspi...	...	29.78	755.2	86	SW	4	o	5	...	...	...
Calabog...	...	...	...	...	...	...	...	...	...	...	...
Tacolban...	...	29.72	754.9	86	SW	4	o	5	...	...	...
Iloilo...	...	...	...	...	...	...	...	...	...	...	...
Cebu...	...	29.72	754.8	81	...	0	bc	5	...	...	...
Surigao...	...	...	...	...	...	...	...	...	...	...	...
Skapan...	...	11.00	...	...	...	...	...	...	...	...	...
Gusam...	...	12.22	29.66	753.3	...	...	...	...	...	...	...
Yap...	...	11.00	29.75	755.6	...	...	...	...	...	...	...
Polow...	...	...	...	...	...	...	...	...	...	...	...
Labuan...	14	29.94	760.4	85	...	...	...	...	...	...	...

November 29d. 10h. 38m.—The anticyclone remains stationary over N. China and a depression is passing into the Pacific to the south of Hokkaido. The position of the typhoon is uncertain; it is probably situated to the east of N. Luzon, moving northward.

Fresh to strong monsoon will prevail along the China coast and over the northern China Sea.

Strong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 87.85 inches, against an average of 81.95 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON NOVEMBER 30.

A.—Shanghai to Turnabout ... N. and N.E. winds, fresh to strong.
B.—Turnabout to Hong Kong ... N. and N.E. winds, fresh to strong.
C.—Hong Kong to Gap Rock ... N.E. winds, fresh; fine.
D.—Hong Kong to Hainan Straits ... N. and N.E. winds, fresh to strong.
E.—North China Sea ... N. and N.E. winds, fresh to strong.

C. W. JEFFRIES, Forecaster.

ADVERTISED SAILINGS FROM HONG KONG.

(Continued from Page 13)

Kashima Maru, N.Y.K., Jan. 7.

Soudan, P. & O., Jan. 7.

Patroclus, B. & S., Jan. 18.

Yasukuni Maru, N.Y.K., Jan. 20.

Ermland, Jensen, Jan. 21.

Menelaus, B. & S., Jan. 25.

Java, Mannors', Jan. 30.

Saigon.

Lahn, Melchers', Dec. 1.

Aramis, Messageries', Dec. 6.

Dakar Maru, N.Y.K., Dec. 12.

Chenonceaux, Messageries', Dec. 20.

Athos II, Messageries', Jan. 3.

Machon, B. & S., Jan. 9.

D'Artagnan, Messageries', Jan. 17.

Andre Lebon, Messageries', Jan. 31.

Scandinavian and Baltic Ports.

Asia, Mannors', Dec. 3.

Tamara, Gilman's, Dec. 29.

Danmark, Mannors', Jan. 1.

Java, Mannors', Jan. 30.

Singapore.

Diomed, B. & S., Nov. 30.

Tergesta, Dodwell's, Nov. 30.

Lahn, Melchers', Dec. 1.

Aramis, Messageries', Dec. 6.

Mentor, B. & S., Dec. 9.

Haruna Maru, N.Y.K., Dec. 10.

Pres. Pierce, Dollars, Dec. 10.

Conte Rosso, Dodwell's, Dec. 11.

Dakar Maru, N.Y.K., Dec. 12.

Trave, Melchers', Dec. 19.

Chenonceaux, Messageries', Dec. 20.

Katori Maru, N.Y.K., Dec. 24.

Pres. Monroe, Dollars, Dec. 24.

Allor, Melchers', Dec. 29.

Athos II, Messageries', Jan. 3.

Alster, Melchers', Jan. 6.

Kashima Maru, N.Y.K., Jan. 7.

Pres. Van Buren, Dollars, Jan. 7.

Maron, B. & S., Jan. 11.

D'Artagnan, Messageries', Jan. 17.

Yasukuni Maru, N.Y.K., Jan. 20.

Andre Lebon, Messageries', Jan. 31.

Katori Maru, N.Y.K., Dec. 24.

Pres. Monroe, Dollars, Dec. 24.

Tilawa, B.I.S.N. Co., Dec. 24.

Allor, Melchers', Dec. 29.

Nagato Maru, N.Y.K., Dec. 29.

Tamara, Gilman's, Dec. 29.

Kaiser-I-Hind, P. & O., Dec. 31.

Danmark, Mannors', Jan. 1.

Athos II, Messageries', Jan. 3.

Agamemnon, B. & S., Jan. 4.

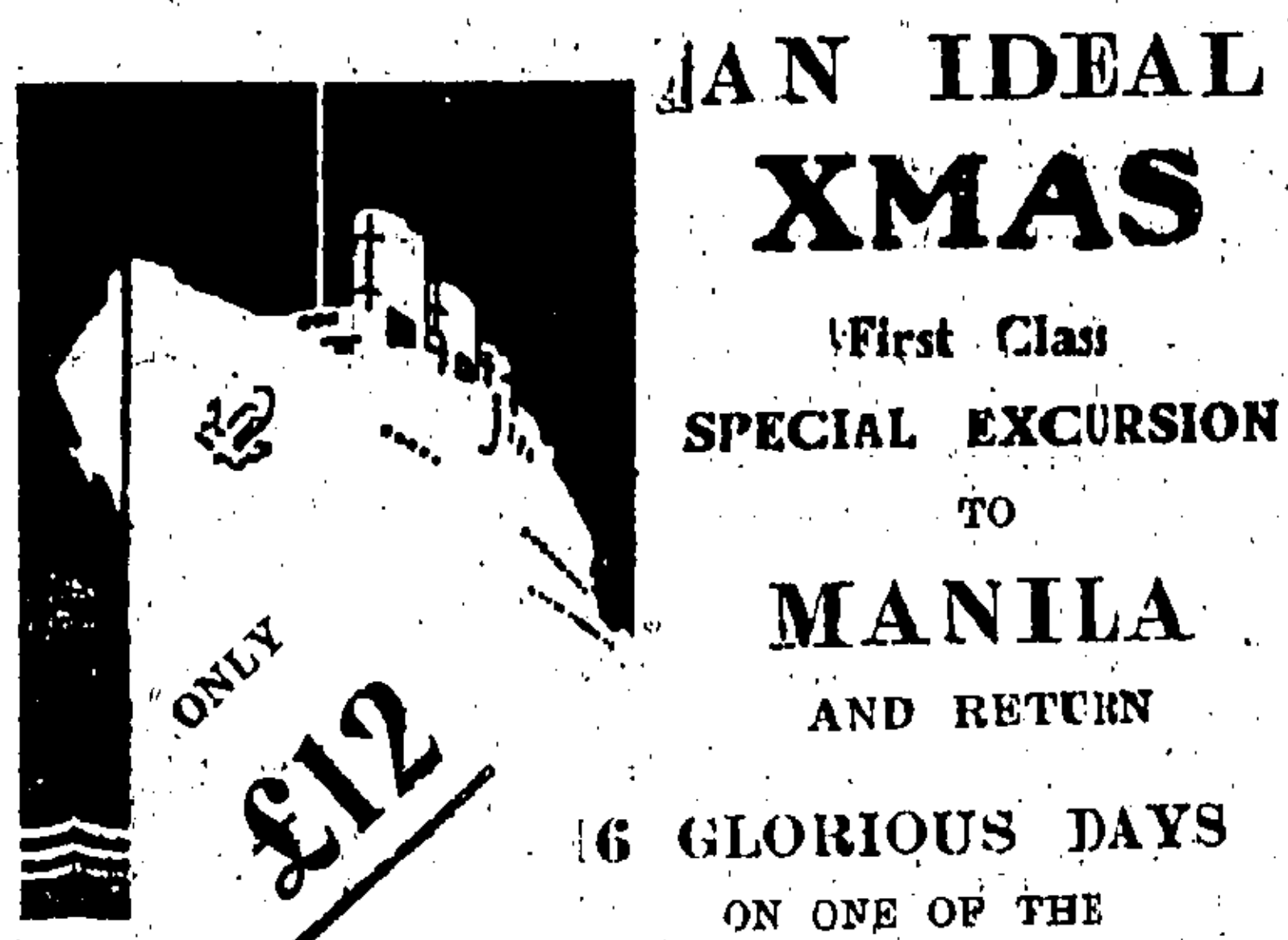
Alster, Melchers', Jan. 6.

Kashima Maru, N.Y.K., Jan. 7.

Pres. Van Buren, Dollars, Jan. 7.

Soudan, P. & O., Jan. 7.

Talma, B.I.S.N. Co., Jan. 7.



"BIG FOUR" EMPRESS OF ASIA

LEAVES HONGKONG ... DEC. 22, P.M.
ARRIVES MANILA ... DEC. 24, A.M.

AT MANILA

Meals and Lodgings provided on board
without Extra Charge.

LEAVES MANILA ... DEC. 26, P.M.
ARRIVES HONGKONG ... DEC. 28, A.M.

CANADIAN PACIFIC

Telephone: Passenger Dept. 22752. Freight 2042.



SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

CHIOHIBU MARU ... Wednesday, 30th Nov.
TATSUTA MARU ... Saturday, 14th Dec.
ASAMA MARU ... Wednesday, 11th Jan.

SEATTLE & VANCOUVER.

HIVE MARU ... Starts from Kobe ... 26th Dec.
HEIAN MARU ... (Starts from Kobe) Saturday, 31st Jan.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

HABUNA MARU ... Saturday, 10th Dec.

KATSUMI MARU ... Saturday, 24th Dec.

KASHIMA MARU ... Saturday, 7th Jan.

SYDNEY & MELBOURNE via Manila & Port

ATSUTA MARU ... Saturday, 24th Dec.

KAMO MARU ... Saturday, 31st Jan.

BOMBAY & Singapore, Penang & Colombo.

KAGA MARU ... Sunday, 11th Dec.

SOUTH AMERICA (West Coast) via Japan, Honolulu

Los Angeles, Mexico and Panama.

BOKUYO MARU ... Tuesday, 6th Dec.

NEW YORK, BOSTON via PANAMA

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus,

Genoa & Valencia

DAKAR MARU ... Monday, 12th Dec.

ALOUFA via Singapore, Penang & Bangkok.

TOTTORI MARU ... Thursday, 8th Dec.

HANGHAI, KOBE & YOKOHAMA.

MORIOKA MARU ... Monday, 5th Dec.

YASUKUNI MARU ... Wednesday, 7th Dec.

KAMO MARU (Nagasaki direct) ... Friday, 22nd Dec.

* Cargo only.

For further information, apply to

NIPPON YUSEN KAISHA

Telephone 30291. (Private exchanges to all Dept.)



FRENCH MAIL STEAMERS

To MARSEILLES via Saigon, Singapore, Penang, Colombo, Djibouti (Aden), Suez, Port-Said.

ABAMIS ... 8th Dec.

CHENONCEAUX ... 20th Dec.

ATHOS ... 24th Dec.

DARTAGNAN ... 17th Jan.

ANDRE LERON ... 18th Jan.

FELIX BOUSSEL ... 1st Feb.

S. METZINGER ... 14th Feb.

PORTHOS ... 28th Feb.

X ... 14th Mar.

X ... 28th Mar.

To SHANGHAI.

CHENONCEAUX ... 7th Dec.

ATHOS ... 21st Dec.

DARTAGNAN ... 4th Jan.

ANDRE LERON ... 18th Jan.

FELIX BOUSSEL ... 1st Feb.

S. METZINGER ... 14th Feb.

PORTHOS ... 28th Feb.

X ... 14th Mar.

X ... 28th Mar.

Shipping News

Daily Statement, Clearances,
Ships In Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS, 14,905 TONS;
THROUGH CARGO
35,170 TONS

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were—

Cargo for Through H.K. Ports

British

Antung, Singapore ... 350

Shun Chih, Saigon, 1,828

American

President Grant, New York, 1,042, 3,076

Dutch

Tjinegara, Soerabaya, 3,054, 3,003

German

Oldenburg, Hamburg, 724, 1,500

Bremerhaven, Rahl, 1,000

Norwegian

Corneville, Singapore, 4,342

Daviken, Tsingtao, 800, 1,000

French

Com. Henri Riviere, Haiphong, 1,800, 1,750

Danish

Mininam, Bangkok, 2,300, 2,300

Japanese

La Plata Maru, Kobe, 1, 3,421

Takushima Maru, Kobe, 304, 6,043

Penang Maru, Calcutta, 721, 4,620

Malacca Maru, Yokohama, 305, 3,820

Chinese

Foo Lee, Tsingtao, 336, 1,038

Total, 14,905, 35,170

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were—

British

American

Dutch

Norwegian

German

French

Danish

Japanese

Chinese

Swedish

Total, 10, 13

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:

Antung (British), Singapore, 607

Shun Chih (British), Saigon, 303

Tjinegara (Dutch), Soerabaya, 780

Daviken (Norwegian), Tsingtao, Swatow, 112

Com. Henri Riviere (French), Haiphong, Pakhoi, 160

Mininam (Danish), Bangkok, 123

Total, 2,175

SHIPS IN HARBOUR.

The following merchant ships were in harbour yesterday:

Wharves.

Kowloon: Bremerhaven, President Grant, Malacca Maru, Tokushima Maru.

A.H.: Diomed, Tanara.

O.S.K.: Hozan Maru.

Douglas Lapraik: Hatching.

Docks.

Kowloon: Sui An, Limchow, Scymramis, Scalaxia, Tokuyō Maru.

(Continued on next column.)

ARRIVALS.

November 29.

C. Henri Riviere, French str., 1,335 tons, Capt. P. B. Morganti, from Pakhoi, buoy No. A4—Sing Koo.

La Plata Maru, Japanese str., 7,200 tons, Capt. M. Yajima, from Kobe buoy No. A8—Q.S.K.

Tamara, Swedish str., 3,804 tons, Capt. C. H. Arndstedt, from Manila, Holt's Wharf—Gilmán & Co.

November 29.

Blink, Norwegian str., 1,105 tons, Capt. C. W. Stephansen, from Swatow, North Point Wharf—K. Larsen & Co.

Diomed, British str., 6,351 tons, Capt. Turner, from Shanghai, buoy No. A2—B. & S.

Hang Sang, British str., 1,350 tons, Capt. A. D. Kolman, from Shanghai, West Point Wharf—J.M. & Co.

King Yuan, British str., 1,516 tons, Capt. J. W. Jenkins, from Hoihow, buoy No. B21—B. & S.

Minnam, Danish str., 1,730 tons, Capt. V. Holster, from Swatow, buoy No. A5—J.M. & Co.

Shun Lee, Chinese str., 943 tons, Capt. Miyakura, from Swatow, buoy No. O1—Yee Tai Hong.

Soochow, British str., 1,504 tons, Capt. H. Gifford, from Canton, buoy No. B15—B. & S.

Suisang, British str., 1,993 tons, Capt. Burleigh, from Singapore, Kowloon Wharf—J.M. & Co.

Tjinegara, Dutch str., 5,780 tons, Capt. P. Waide, from Batavia, buoy No. A3—J.C.J.L.

Takushima Maru, Japanese str., 3,702 tons, Capt. T. Taniguchi, from Shanghai, Kowloon Wharf—N.Y.K.

CLEARANCES.

November 28.

C. Henri Riviere, for Canton Daifuku Maru, for Hongay. Foo Lee, for Canton.

Graciosa, for Bangkok.

Hai Ching, for Swatow.

Kueichow, for Canton.

La Plata Maru, for Saigon.

Malacca Maru, for Spore.

Meiko Maru, for Singapore.

Oldenburg, for Dairen.

Penang Maru, for Moji.

President Grant, for Manila.

Skuld, for Swatow.

Soochow, for Swatow.

Sunkong, for K.C. Wan.

Tamara, for Dairen.

Tjinegara, for Manila.

To Chu Kung, for Swatow.

Yat Shing, for Canton.

Kaitana.

Taikoo: Gen. Maurice Long.

Yuet On, Apsey, Henrik.

Buoys.

No. A3—Tjinegara.

No. A4—Comdt. H. Riviere.

No. A5—Minnam.

No. A6—La Plata Maru.

No. A7—Chichibu Maru.

No. A8—Tjinegara.

No. B1—Yat Shing.

No. B3—Kwang Chong.

No. B5—Promise.

No. B6—Wong Shek Tong.

No. B6—Halvard.

No. B9—Skuld.

No. B10—Skuld.

No. B11—Borneo.

No. B12—Shun Chih.

No. B15—Soochow.

No. B16—Michael Jebien.

No. B17—Hirudo.

No. B18—Foo Lee.

No. B22—Mausau.

No. B24—Meiko Maru.

No. B26—Malaya Maru.

No. C2—Kueichow.

WARSHIPS IN PORT.

The following warships were in port yesterday:

Hain—Tamar.

North Wall—Sandwich.

North Wall—Taranula.

North Wall—Suffolk, Bruce.

West Wall—Kent.

Dock—Cicala, Oswald, Osiris.

No. 2 Buoy—Medway and sub.

No. 3 Buoy—Devonshire.

Foreign Warships.

The R.M.S. Empress of Russia (from Manila) is due here at daylight on December 1 and will berth at Kowloon Wharf.

COAST AND RIVER SERVICE

CHANGES AND APPOINTMENTS

Capt. P. J. Maley, of the Ninghai, has gone command, Linan.

Mr. M. P. Beard, second officer, Tungchow, is on reserve.

Mr. E. O. Roberts, second officer, Hanyang, has gone sup'y second officer, Kingyuan.

Mr. Y. A. Gluter, second officer, Wuchang, has gone second officer, Ngankin.

Capt. S. M. Barling, of the Szechuen, has gone sup'y master, Wansien.

Capt. J. R. Nisbet, sup'y master, Wansien, has gone command, Szechuen.

Mr. E. Bruce, sup'y second officer, Soochow, has gone second officer, Tungchow.

Mr. E. W. Richards, sup'y chief officer, Wansien, has gone command, Ninghai.

Capt. F. N. Booth, of the Hsin Peking, has gone command, Tungchow.

Capt. L. V. Rowe, of the Ninghai, has gone command, Hanyang.

Mr. W. R. Kermode, chief officer, Fengtien, has gone sup'y chief officer, Chekiang.

Capt. D. D. Richards, from home leave, has gone command, Kwangtung.

Capt. J. H. Hodgkiss, of the Kwangtung, has gone command, Ngankin.

Capt. C. M. Mather, sup'y master, Wansien, has gone command, Hsin Peking.

Capt. R. Kettlewell, of the Hsin Peking, has gone sup'y master, Wansien.

Mr. J. A. H. Pontin, sup'y chief officer, from in transit, has gone chief officer, Hanyang.

Mr. J. S. Young, sup'y third engineer officer, Kwangchow, is on short leave.

Mr. C. McNeil Scott, sup'y third engineer officer, from short leave, has gone third engineer officer, Suiyang.

Mr. G. B. Shotton, sup'y third engineer officer, Kaying, has gone second engineer officer, Chinghu.

Mr. P. Cameron, third engineer officer, Suiyang, has gone sup'y third engineer officer, Kaying.

Mr. H. C. Williamson, sup'y third engineer officer, from in transit, is on short leave.

Mr. R. Howie, sup'y third engineer officer, from short leave, has gone sup'y third engineer officer, Kaying.

Mr. D. F. Stratton, acting second engineer officer, Chinghu, has gone sup'y third engineer officer, Kaying.

Mr. O. Duff, second engineer officer, Changchow, is on short leave.

Mr. R. F. Young, second engineer officer, Soochow, has gone second engineer officer, Changchow.

Mr. J. S. McDonald, second engineer officer, Kaying, has gone second engineer officer, Soochow.

Mr. W. A. S. McMurtrie, third engineer officer, Fengtien, has gone sup'y third engineer officer, Wansien.

Mr. D. Dalgleish, sup'y chief engineer officer, from home leave, has gone sup'y chief engineer officer, Wansien.

Mr. J. H. Fayers, sup'y second engineer officer, from short leave, has gone second engineer officer, Tatum.

Mr. O. S. Murray, second engineer officer, Tatum, has gone sup'y second engineer officer, Wansien.

Mr. J. A. Galbraith, from reserve, has gone acting chief engineer officer, Fausang.

Mr. R. B. Robertson, chief engineer officer, Fausang, is on home leave.

Mr. T. A. Goldenberg, from short leave, has gone second officer, Chinghu.

Mr. D. McPherson, second officer, Chinghu, has gone second officer, Kwanan.

Mr. E. S. Howard, from special leave, has gone second officer, Pingwo.

Mr. L. A. Bailie, second officer, Pingwo, has gone third officer, Fausang.

SHIPPING MOVEMENT.

The R.M.S. Empress of Russia (from Manila) is due here at daylight on December 1 and will berth at Kowloon Wharf.

P. & O., British India Apear and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND.)
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, SUMATRA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST &

